

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,
ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXII., No. 24.]

SATURDAY, JUNE 16, 1866.

[WHOLE No. 1,574, Vol. XXXIX.

Mr. FREDERIO ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the Journal.

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American Railroad Journal.

New York, Saturday, June 16, 1866.

The Security of Navigation.

This JOURNAL, while enjoying the advantage of representing the interests of the Railway Companies, and looking closely after their advancement and advantage, has nevertheless devoted itself for many years to the affiliated subjects of Commerce and Navigation. We should be wanting to the great principles which have inspired our columns and actuated our motives if we did not at every convenient opportunity refer to these important topics. We class among our readers a large body of intelligent capitalists and financiers to whom we address ourselves on every fitting occasion; for if we convince them, our mission is well nigh performed. We have been led into these reflections from a brief report of the Proceedings of an Association at the Cooper Union, which appeared in the *Tribune* some days since, and was headed "On the Establishment of a Magnetic Observatory in New York." A committee has been appointed to collect information on the subject, and report at some future meeting of the Association. This Committee consists of the reader of the communication, S. De Witt Bloodgood, Esq., a member of the Chamber of Commerce, a Professor

Seeley, M. Maury, Esq., H. O. Reilly, the telegrapher of the West, and Dr. Gale, formerly of the U. S. Patent Office. Since that time considerable interest has been felt in the subject, and much outside strength has been given to the proposition.

It may be as well to state that Navigation is greatly dependent on the accuracy of the Mariner's Compass, long a subject of serious consideration and much study.

Since the time of Columbus it has been ascertained that the needle does not uniformly point due north, but has for many years been to the West of North, and is now slowly traversing to the East; that the earth is filled with magnetism—if not a great magnet herself—that it has one or more north magnetic poles, and as many southern; that the magnetic and terrestrial equators are not alike; that there is a dip of the needle at different latitudes; and, finally, that maps of all these variations have been commenced, and are partially in use at the present time.

Now if this was all exactly ascertained, the problems of longitude and latitude could be easily solved by mere inspection. Many of the most enlightened of modern civilized Governments have paid attention to the subjects involved. Charts, publications, instructions and magnetic observatories are become quite common. In the communication read before the Association all these facts were stated. So, too, the difficulties in the way of the subject were explained, and the advantages of proper observations pointed out. Especially was it urged that while in other countries, observations on the magnetic currents and the proper method of rectifying Compasses were duly studied, here in New York, one of the largest and most flourishing commercial cities of the world, and most intimately connected with navigation, no corresponding effort was made.

It is now proposed to establish a magnetic observatory at some convenient place in this city—in the Central Park, or on the battery. The expense of the building and the necessary instruments will be small. To record the observations will be the most expensive; and even this will not be a serious difficulty, since an apparatus has been invented, and is now in use in the Greenwich observatory, by which the variations record them-

selves on a cylinder of paper. A small fee levied on visitors, and a small charge for the correction of compasses, would give the means of support. On the other hand, no one could tell what the advantages of such an establishment would be to ship captains, ship owners and insurance officers. Thousands of dollars might be saved by reference to such an institution. Here is an appeal to the American pocket at once. We say nothing of the general benefit which would result from it in a purely scientific view. When we are told that the whole civilized world is studying magnetism, and is studded with magnetic observatories, we may surely enter the lists without much reserve. We, too, should do our part in the great work, and contribute our share to the prosecution of inquiries of the greatest importance.

We therefore trust that the objects set forth in the proposition may be fully attained; that ample subscriptions may at once be secured; that the committee entrusted with them may act energetically and unitedly to achieve them without delay; and that New York, which now boasts justly of its charitable and literary institutions, may add to the number this most desirable one of a magnetic observatory. There is wealth enough and enterprise enough to secure its success, and the sum wanted is quite inconsiderable in proportion to the magnitude of the effects it may produce. A few thousand dollars can only be required to secure the result; and it is not to be doubted that the Committee, on appealing to the public, will find the public ready fully to respond.

It is believed that the greatest part of our shipwrecks are attributable entirely to the inaccuracy of compasses. Great pains have been taken by the British Government to rectify these instruments; and many institutions, devoted to the cultivation of this science, alone owe their origin and maintenance to private liberality. We have not a single institution devoted to this pursuit, and it is time that the great city of New York took the lead in this useful work.

A survey has been completed of the proposed railroad from Collinsville, Conn., to the Massachusetts line, through Norfolk and Canaan, where it is to be continued by the Boston, Hartford and Erie road to the Hudson.

Journal of Railroad Law.

LIABILITY OF RAILROAD COMPANY FOR INJURY BY COLLISION AT CROSSING OF PUBLIC ROADS.— NEGLIGENCE ON PART OF PLAINTIFF.

The case of the North Penn. R. R. *vs.* Heildman decides that at the intersection of a railroad with a common road, there are concurrent rights; and neither the traveler on the highway nor the company has an exclusive right of passage.

The opinion of the Court was delivered, February 16th, 1865, by Strong, J.—The plaintiff sued for an injury to himself and his property caused, as he alleged, by the negligence of the defendants. It was the result of a collision. The accident occurred at the intersection of the defendants' railroad with Dauphin street along which the plaintiff was driving a horse attached to a covered wagon, in consequence, as was averred, of the carelessness of the defendants' agents. Whether there was such carelessness was submitted to the jury, and of the mode of submission there is complaint. But the contest in the Court below involved also the inquiry how far, if at all, the negligent conduct of the plaintiff had contributed to the hurt sustained by him. There was evidence that as he approached the crossing of the railroad, he was seated far back in his covered wagon with the curtains down (closed,) that the curtains were tight, though there was a small glass window on each side, and that a person coming down Dauphin street in the direction in which he came, could have seen the railroad track had he looked out, for from seventy to seventy-five yards from its intersection with Dauphin street. Such evidence justified the defendants in proposing their points to the Court, the first of which was as follows: "That it is the duty of a traveler approaching a railroad crossing to look along the line of the railroad and see if any train is coming; and if the jury believe the plaintiff failed to take such precaution, he was guilty of negligence and cannot recover in this suit."

This point the Court answered by saying: "This is one of the reasonable precautions a man is bound to use, and its absence is evidence of neglect." This was not a full answer to the point. The Court conceded that looking out for the approach of a train is a duty, when a traveler is about to cross a railroad track, but instead of charging the jury that failure to look out is negligence, instructed them that it was evidence of negligence. This was not all the defendants asked nor all they were entitled to have. Absence of such a precaution was more than evidence of negligence. It was negligence itself, and it was such as may have contributed directly to the injury, for the uncontradicted evidence was that the plaintiff drove his horse and wagon slowly upon the track in front of the passing locomotive. If he did this without looking along the track, he acted without any precaution, and contributed to his hurt.

That what constitutes negligence in a particular case is generally a question for the jury and not the Court is undoubtedly true, because negligence is want of ordinary care. To determine whether there has been any involves therefore, two inquiries: first, what would have been ordinary care under the circumstances; and, second, whether the conduct of the person charged with negligence came up to that standard. In most cases the standard is variable, and it must be

found by a jury. But when the standard is fixed, where the measure of duty is defined by the law, entire omission to perform it is negligence. In such a case the jury have but one of these inquiries to make. They have only to find whether he upon whom the duty rests has performed it. If he has not, the law fixes the character of his failure, and pronounces it negligence. Of this there are many illustrations.

Now, that it is the duty of a traveler when approaching the intersection of a railroad with a common highway to look out for approaching trains or engines, the Court below asserted more than once and correctly. That standard of duty is fixed by the law. At the place of intersection there are concurrent rights. Neither the traveler on the common highway nor the railroad company has an exclusive right of passage. Even on a common road, travelers must look out for the approach of other vehicles passing. And this is the more necessary at a railroad crossing, because movement upon such a road is more speedy, and because the consequences of a collision are usually so disastrous. Precaution, looking out for danger, is therefore a duty. It was well said in *Reeves vs. The Delaware and Lackawanna Railroad Company*, 6 Casey, 464: "The traveler has the obligation of prudence upon him; he is bound to stop and look out for trains, and may not rush heedlessly, or remain unnecessarily in a spot over which the law allows engines of fearful power to be propelled." Not looking for a coming train is not merely an imperfect performance of duty; it is an entire failure of performance. Had the Court been asked to declare failure to look out, until the plaintiff was within a certain distance of the intersection, to be negligence, the case would have been different. That was the state of facts in *Pennsylvania Railroad Company vs. Ogier*, 11 cases, 60. There it would necessarily have been for the jury to determine what degree of vigilance he should have exercised. But not looking at all is an entire absence of vigilance. We think, therefore, the Court should have instructed the jury that it was negligence itself, and not merely evidence of it, from which they might or might not find it. This would have left to them to find whether the plaintiff had looked for a train, and if he had not, whether his neglect to look had been a contributing cause of the injury he had received.

The second point proposed was but a repetition of the first, and the answer is obnoxious to the same criticism.

Judgment reversed, and *venire de novo* awarded.

Steel Boilers.

In Prussia experiments have been made with steel boilers with the following results: Two boilers, each 86 feet long and four in diameter, without flues, were placed side by side. One was made of steel plates $\frac{1}{2}$ an inch thick, the other of iron plates of 0.415 of an inch thickness. The steel boiler was tested by hydraulic pressure of 135 pounds per square inch. Both boilers were worked for about a year and a half under 65 pound pressure. At the end of that time there was less scale in the steel than in the iron boiler. The steel boiler generated 25 per cent. more steam, and evaporated an average of 11.65 cubic feet of water per hour, the iron evaporated 9.37 cubic feet. The quantity of coal consumed per

12 hours was 2,806 pounds for the steel and 2,972 for the iron boiler. The plates of the steel boiler directly over the fire were found to be uninjured, while those of the other were worn out. The advantages of the steel boiler are strength, lightness, rapidity of evaporation, durability under heat, the security of more perfect riveting and comparative freedom from scale.

Chicago and Rock Island Railroad.

The earnings and expenses of this road for the years ending March 31, 1865 and 1866, have been as follows:

Earnings:	1865.	1866.
From passengers...	\$1,021,779 69	\$1,005,872 41
" freight.....	2,222,309 27	2,016,305 54
" mails, etc....	115,301 84	132,057 73
	\$3,359,390 80	\$3,154,235 68

Expenses, viz:

Repairs of road....	\$214,907 24	\$245,861 80
" engines..	137,477 95	210,031 64
" cars....	177,376 61	203,217 25
" bridges..	16,657 21	23,218 75
" buildings.	31,297 44	33,223 66
" fences...	13,725 66	18,551 21
Cost of iron for rep'rs	237,234 84	326,453 36
Fuel.....	173,743 05	169,548 19
Oil, waste, etc....	30,679 34	33,465 60
Loss and damage...	17,695 38	15,269 98
Contingent account.	22,062 50	30,397 09
Salaries of ag'ts, etc.	77,953 50	77,571 97
Labor handling fr'ht	117,740 88	112,618 69
Pay of train hands.	135,301 18	146,627 84
Station house exp..	35,802 06	31,653 74
Stationery, etc....	14,902 05	11,328 73
Car service.....	.....	115 86
Exchange.....	1,205 65	.....
Tools & machinery,	11,879 25	12,294 15
	\$1,467,681 79	\$1,711,454 51

Net earnings \$1,891,709 01 \$1,442,781 17

Payments in 1865-'66.

Rent Peoria and Bureau Valley R. Co.....	\$125,000 00
Interest on bonds.....	101,535 00
Dividends including tax on same.....	631,578 94
Interest on Bridge bonds	40,000 00
Taxes on real estate...	63,462 02
U. S. tax on earnings..	93,722 64
Legal expenses.....	7,361 74
Extraordinary repairs..	46,438 39
	1,109,098 73
	\$333,682 44

There has been expended during the year:

For land.....	\$131,496 69
For new equipment.....	113,712 10
	245,208 79

Balance unappropriated net earnings. \$88,473 65

Compared with the previous year the gross earnings of 1865-'66 show a decrease of \$205,155 12; with an increase in operating expenses of \$243,772 72—making the decrease in net earnings \$448,927 84. The increase in gross expenditures over the preceding year was \$517,412 18.

There has been retired and cancelled during the year \$2,500 of the Income bonds, leaving outstanding the sum of \$51,000, and for which the trustee holds \$57,396 27, invested in United States Government Bonds.

The Board have deemed it of the most vital importance to the future prosperity of this road that the Mississippi and Missouri Railroad should be built to the Missouri River, and thus connect with the Pacific Railroad; and with this end in view they have afforded that road aid by advancing money on eight hundred thousand dollars of its Land Grant Bonds to the extent of five hundred thousand dollars, as explained in the two

previous reports of this company. The bonds referred to have since been purchased from the Mississippi and Missouri Railroad Company, and now belong to this company.

Since the date of the last annual report, the directors have executed a contract with the Mississippi and Missouri Railroad Company for the ultimate control and use of that road, its lands and franchises, on certain conditions, which will more fully appear by reference to the contract itself, which is appended to this report; and in order further to facilitate and with greater speed accomplish the ends in view, the directors have, since their report of May 20, 1865, invested the sum of four hundred and fifty-two thousand two hundred and forty-two dollars in the purchase of the different classes of bonds of the Mississippi and Missouri Railroad Company.

The expenditures properly chargeable to construction, equipment and tax account amount to \$596,576 05; of which there has been charged to construction, repairs, equipment and tax accounts, \$448,831 84. The balance, \$147,744 21, being charged to ordinary repairs. In addition to the above, \$13,824 42 have been expended in re-building 1,718 feet of pile and trestle bridges.

There have been \$380,008 57 expended in the purchase of the following new material for use in track during the year, viz: 78,694 ties; 998 tons of new rails; 26 tons Atlas steel rails; 4,136 tons re-rolled rails; 900 kegs spike at \$6.22; 27,820 lbs. wrought chairs, at 7 1/4 c.; 38,740 lbs. bolts for fish plates, at 9.36 c.; 195,151 lbs. fish plates, at 6.26 c. There have been re-laid with re-rolled iron 43.78 miles; new rails, 11.43 miles, and 1.71 miles new side track, making a total of 57.01 miles. The number of rails repaired at the company's shops was 15,810, costing \$13,290 64, an average cost per rail of 84.6 cents.

The company have 65 engines, which are with few exceptions in good repair; of this number 6 have been purchased during the year, 26 engines have been thoroughly repaired, 7 of these being changed from wood to coal burners, and rebuilt and fitted with copper fire boxes. There have also been constructed at the shops of the company 2 passenger cars, and 110 freight cars, and rebuilt, 6 passenger and 21 freight cars. A number of pilots, cabs, tanks, &c., have also been built.

The number of miles run by locomotives with passenger trains was 364,870; with freight trains, 791,387; with wood and gravel trains, 78,594—total miles run 1,234,851. The average cost per mile for each locomotive, including repairs, fuel, engineer and firemen, oil, tallow and waste, was 38.39 cents, being 5.28 cents more than the previous year.

The entire cost per mile for operating the road, including car repairs, equipment, land, taxes, &c., was \$9,461 98.

Gross earnings per mile of road \$13,595 07
Net " " " " 6,749 65

The proportion of expenses to earnings, including new work, construction, repairs, equipment, land, taxes, &c., was 69.59 per cent. Less extraordinary expenses, 50.35 per cent.

The whole amount of freight transported over the road during the year was 919,172,110 pounds; a decrease from last year of 25,141,828 pounds. The number of loaded cars was 55,097; going west, 23,998; going east, 31,099. Tons carried one mile 59,218,894. Average earnings per ton per mile 3.45 cents.

The number of passengers carried was 434,744,

of which 434,891 were 1st class, and 2,853 2d class; of these, 61,371 were through, and 376,873 way; 204,343 went east, and 233,401 west. Number carried one mile, 26,934,579. The number of soldiers transported over the road, and included in the above, was 40,761, of which 13,437 went east, and 27,324 west. The average rate per mile for transporting passengers was 3.733 cents.

The total number of pounds of freight transported over the Mississippi Bridge during the year was 284,651,806, being 15,350,910 pounds less than the previous year. The number of loaded cars passing for the same period was 17,505, of which 9,067 went east, and 8,434 west. The total number of foot passengers crossing the bridge was 101,675, of which 50,963 went east, and 50,712 went west. Number of boats passing the draw going north, 437; do., south, 453; barges going north, 238; do., south, 255. Total number of rafts 576.

INCOME ACCOUNT.

Balance to credit April 1, 1865.....	\$2,034,081 79
Earnings, as above.....	3,154,235 68
	\$5,188,317 47

Dividend, April, 10, 1865, 5 per cent. and U. S. tax.....	\$315,789 47
Interest on income bonds, May 1....	1,872 50
" mortgage bonds July 10.....	48,895 00
Rent Peoria & Bureau Valley R.R., Aug. 1.....	62,500 00
Dividend, Oct. 10, 5 per cent. and U. S. tax.....	315,789 47
Interest on income bonds, Nov. 1....	1,872 50
Int. on mort. bonds Jan. 10, 1866..	48,895 00
Rent Peoria and Bureau Valley R.R., Feb. 1.....	62,500 00
Interest on Railroad Bridge bonds, March 31.....	40,000 00
Extraordinary repairs.....	46,438 39
Operating expenses.....	1,711,454 51
Taxes on real estate.....	63,462 02
U. S. tax on passenger earnings....	93,722 64
Legal expenses.....	7,361 74
Balance.....	2,367,764 23
	\$5,188,317 47

BALANCE SHEET.

Capital stock.....	\$6,500,000 00
Mortgage bonds.....	1,397,000 00
Income bonds.....	51,000 00
Profit, balance of income account.....	2,367,764 23
	\$10,315,764 23
Cost of road and equipment.....	\$8,050,181 72
Stock of fuel on hand.....	202,679 32
" iron and materials on hand.....	54,539 16
Mississippi and Missouri R.R. bonds U. S. certificates of indebtedness..	952,242 50
Cash and U. S. securities in hand of trustees to provide for income b'ds	55,000 00
Due for military transportation....	57,396 27
Due from Post Office department..	6,612 90
Due from rent of Grain House....	7,362 70
Uncollected bills at Chicago.....	4,532 41
Cash in Chicago.....	43,783 79
Cash in New York.....	59,471 85
	822,011 61
	\$10,315,764 23

President.—CHARLES W. DURANT.

Directors.—Thomas C. Durant, Francis H. Tows, David Dows, Charles W. Durant, E. W. Dunham, Thomas T. Sturges, Oliver Charlick, Wm. White-wright, Jr., John P. Yelverton, Wm. F. Havemeyer, Clark Durant, John F. Tracy and Ebenezer Cook.

Vice President.—JOHN F. TRACY.

Treasurer.—E. W. DUNHAM.

Secretary.—FRANCIS H. TOWS.

Asst Superintendent.—G. H. BEARDSLEY.

Philadelphia and Baltimore Central R. R.

At a meeting of the stockholders of this Company at Rising Sun on the 2d instant, authority was granted to the Directors to create a mortgage of \$300,000 on the Cecil county division of the road, from the sale of which the Directors expect to realize funds to complete the road to the Susquehanna during the next year. The Philadelphia, Wilmington and Baltimore Railroad Company are now completing their branch track to Port Deposit, and propose extending the same to connect with the Philadelphia and Baltimore Central Railroad at the crossing of the Susquehanna. This will at once give us all the advantages of a through route to Baltimore. It is also in contemplation to continue the construction of the road through Hartford and Baltimore counties to Baltimore as fast as the funds can be raised for the purpose. The track is at present completed to Briscoe's land, west of Rising Sun, and the workmen are engaged in grading beyond that point.

The projected road from Columbia down the Susquehanna to Port Deposit will be constructed in the course of a few years, the Pennsylvania Central Company having already made a branch of about one mile in that direction in the Borough of Columbia.—Oxford Press.

Atlantic and Great Western Railway.

The debenture holders in this undertaking were of course prepared to learn that cash had arrived in this country more than equal to meet payment of interest due on 15th May. It was also satisfactory in the highest degree to be informed that funds had arrived to provide for the interest due on 15th November next, as well as a portion for the distribution in May, 1867. But it is excessively annoying to be informed that this cash had been deposited in the Consolidated Bank, an establishment which declared itself insolvent on the evening of Sunday last at 9 p. m.

The traffic on the line, according to the monthly returns, exhibits a falling off on the one hand in unison with the receipts on the whole of the great American arteries, and an increase on the other when compared with the earnings of previous periods. Thus we learn that the receipts for the current year contrast as follow with the first four months of 1865 and 1864:

	1866.	1865.	1864.
January.....	\$504,991	\$289,400	\$160,000
February.....	408,864	327,269	179,041
March.....	388,480	399,870	154,575
April.....	394,533	343,408	181,034
Total....	\$1,696,868	\$1,359,947	\$674,580

With such receipts as these there need be no disquiet in regard to the undertaking being more than able to meet the whole of the interest on its bonds as it may become due.

Again, from the fact of the cash being transmitted to this country every month, and consequently bearing interest here until its disbursement to the bondholders, it inevitably follows, even should there occur some delay in obtaining repossession of the money lodged in the Consolidated Bank, that the later payments, lodged in some more secure establishment, will speedily provide a fund to meet any contingent arrears. There cannot possibly be a loss to the railway company, inasmuch as the shareholders in the bank are liable to the full extent of their subscriptions. Nor may it be contended that any great body of these shareholders are likely to prove defaulters in regard to the amounts for which they are respectively liable. There should therefore be not the slightest misgiving on the part of the debenture holders of the Atlantic and Great Western.—London Railway Times, June 2.

A preliminary survey is being made for the extension of the New Haven and Northampton Railroad from Williamsburg, through Cumington and Savoy, to North Adams. The contract to build the road from Northampton to Williamsburg has not yet been taken.

The Inter-State Railroad Bill.

The bill to regulate commercial interests between the several States has passed both Houses of Congress, and only awaits the signature of the President to become law. The following is a copy of the bill:

Whereas, The Constitution of the United States confers upon Congress, in express terms, the power to regulate commerce among the several States, to establish post roads, and to raise and support armies; therefore,

Be it enacted in the Senate and House of Representatives assembled, That every railroad company in the United States, whose road is operated by steam, its successors and assigns, be and is hereby authorized to carry upon and over its road, boats, bridges and ferries, all passengers, troops, Government supplies, freight and property on their way from any State to another State, and to receive compensation therefor, and to connect with roads of other States so as to form continuous lines for the transportation of the same to the place of destination.

Provided, That this act shall not affect any stipulations between the Government of the United States and any railroad company for transportation or fares without compensation, nor impair or change the conditions imposed by the terms of any act granting lands to any such company to aid in the construction of its road; nor shall it be construed to authorize any railroad company to build any new road, or connection with any other road, without authority from the State in which such railroad or connection may be proposed.

Exc. 2. And be it further enacted, That Congress may at any time alter, amend or repeal this act.

Coal and the Susquehanna Railroad.

The Albany and Susquehanna Railroad is being rapidly completed to Ninevah, the point where the railroad being constructed by the Delaware and Hudson Canal Company from Carbondale, in the Wyoming Valley joins it. When both these roads are finished, the whole of the Anthracite coal regions will be opened to Albany by a very short, direct and level route, and coal can be delivered at Albany as cheaply as at any other point on the Hudson River. The Delaware and Hudson Canal Company were aware of this fact when they projected the road from Carbondale to Ninevah, and hence its construction. By the present route, they are obliged to transport their coal over seven inclined planes, five of which are operated by stationary power, then tranship it into boats and take it to Rondout, where, for the winter months, it is ice bound. This is attended with great cost, while to bring it to Albany by the Susquehanna road, there will be no inclined planes, a constant market through the winter months, and, according to the report of Mr. Sweet, late Deputy State Engineer, it can be transported at a cost to the road of from eight to nine mills per ton per mile. The distance from Carbondale is about two hundred and three miles. The Delaware, Lackawanna and Western Railroad Company, another of the great coal monopolies, now run their coal cars to Great Bend, about eighteen miles from Ninevah, and by a short road can connect with the Susquehanna road at that point, or can run over the Erie to Lanesboro, and thence over the Carbondale and Ninevah road to the latter place. The owners of the mines at Barclay are constructing a road to the Erie road, a short distance from Athens, to bring out their semi-bituminous coal, and when the Susquehanna road is completed to Binghamton, a direct connection will be had with their mines also.

The Susquehanna road has made a very favorable contract with the Delaware and Hudson Company, and a similar one can undoubtedly be made with the two other companies above named. When these roads shall have been completed, it will put Albany in the possession of an abundance of coal, and at much cheaper prices than have been known for many years. The consumption of coal, in and within a circuit of one hundred miles of Albany, is about two millions of tons per

annum, and the greater portion of this will be hauled over the Susquehanna road, when they get the facilities for doing the business.

The profit for doing this, to that road, at a very trifling advance over the actual cost, will be over one hundred thousand dollars per annum, while to the city of Albany the benefit will be immense. —*Albany E. Journal.*

Lehigh Coal and Navigation Company.

The shipments of coal by canal for the years ending December 31, 1864 and 1865, were as follows:

	1864.	1865.
Shipped at Mauch Chunk	446,718	483,756
East Mauch Chunk.....	311,369	405,028
Total, tons of 2,240 lbs.	758,087	888,784

—showing an increase of 130,696 tons over the shipments of the previous year.

The distribution of coal carried on canal was as follows:

	1864.	1865.
Consumed on the line of the Lehigh Canal	93,039	82,235
Passed into the Morris Canal ..	194,096	217,813
Passed into the Del. Div. Canal ..	470,952	588,736

The coal that passed into the Delaware Division Canal divided itself thus:

	1864.	1865.
Consumed on the line of the canal ..	27,426	28,930
Entered the Del. & Raritan Canal ..	241,201	399,067
Reached tide water at Bristol ..	202,325	160,739

Of the coal that entered the feeder of the Delaware and Raritan Canal, 41,191 tons passed out at Bordentown; this having been, for a period of nearly two months, the only way for boats to come through to Philadelphia—navigation on the Delaware Division Canal below the outlet lock having been suspended for repairs, from the 16th of July to the 9th of September.

The total amounts of freights of all kinds (tons) carried on the canal is shown in the following table:

	Ascending.	Descending.	Total.
1865	133,552	914,086	1,047,638
1864	145,677	800,539	946,216
Inc. in 1865. 12,125		113,547	101,422

The yield of the company's coal mines for the years 1864 and 1865, was as follows:

	1864.	1865.
Mined on company's account—		
Panther Creek, Summit and Old Tunnel Mines	379,727	408,172
Mined under lease from company—		
Room Run Mines	92,738	79,753
Tamaqua Mines	32,685	19,535
Greenwood Mines		6,022
Old heaps	12,030	3,543

Total product of Co.'s mines... 517,180 517,025

The tonnage for the year, of the old Lehigh and Susquehanna Railroad proper, or of what may now be called the northern division of the road, lying between Wilkesbarre and White Haven, was as follows:

	Going North.	Going South.	Total.
Coal	85,478	251,966	337,444
Lumber	4,282	15,127	19,409
Corkwood and bark		66	66
Lime and limestone	102		102
Other stone, plaster, etc.	40	364	404
Merchandise	332	24	356

Total tons

90,234 267,547 357,781

—which is a gain of 233,667 over the aggregate of 1864.

The coal going north (85,478 tons,) was transported from the planes to the Wyoming Canal.

The number of passengers carried was 26,333 of which 23,882 were through, and 2,451 way.

The amount of freight offered to go to the Lehigh, was vastly in excess of what was carried, and our own ability to transport was fully equal to a business one-third greater; but the Lehigh Valley Railroad Company failed to provide sufficient motive power to do the business over the White Haven and Penn Haven branch of their road, and the expense to which we had gone to prepare for a larger business, was thereby rendered unavailing, and the cost of the transportation done by us much increased. The profits, however, have been satisfactory. Next year we hope to have a road of our own in operation between White Haven and Penn Haven, so that there need be no repetition of these difficulties hereafter.

In the month of June, an important link in the extension to Easton of the Lehigh and Susquehanna Railroad, was opened to trade, viz: that part lying between the Hazleton Railroad and the head of our canal, a distance of about six miles. During the five months of active operations on said link of road, there was carried over it a total of 202,895 tons 17 cwt. of coal, of which 121,712 tons were received from the Hazleton Railroad, and 81,183.17 tons from the northern division of the Lehigh and Susquehanna Railroad, over the Penn Haven and White Haven branch of the Lehigh Valley Railroad. All of the above coal was shipped upon the company's navigation, over the new pockets below the Turn-hole. This trade will be largely increased the present year, both from the Hazleton and the Wyoming regions.

The earnings and expenses for 1865, were as follows:

Earnings:	
Water and ground rents	\$11,789 15
Coal sold, including mine rents	584,748 23
Tolls on canal less expenses of collection	612,803 21
Profits on transportation account, L. & S. R. R. including car service	170,796 95
	\$1,380,137 54

Expenses, viz:

State tax on capital st'ck.....	\$23,467 50
Balance of interest acc't.....	189,144 68
Repairs and improvements of the navigation	74,694 17
For future renewals of pockets at Turn-hole	30,940 77
	318,247 12

Net profits	\$1,061,890 42
Balance to credit of profit and loss, January 1, 1865	2,983,236 08
	\$4,045,126 50

U. S. tax on surplus profits of 1864	\$48,219 79
Dividend, May 23, 1865, 5 per cent. and U. S. tax	225,418 42
Dividend, Nov. 28, 1865, 5 per cent. and U. S. tax	268,634 21
	542,272 42

Balance to credit of profit and loss January 1, 1866

\$3,502,854 08

The profits from all sources, for the year 1865, were \$1,380,137 54. After paying State tax, interest, repairs, and expenses, there remains a balance to be carried to the credit of profit and loss, of \$1,061,890 42, equal to 24¾ per cent. on the capital stock, as it stood up to May 24th, 1865, prior to the issues of new stock, made, respectively, in May and November last. As said new issues of stock contributed nothing to the profits of the year, being represented by railroads still unfinished and not in operation, it is proper to calculate the percentage of profit on the capital actually engaged in the business, which gives a result of nearly 25 per cent., as already stated.

After deducting from the net profits of the year, the two dividends of five per cent. each, declared in May and November, there remains a surplus, for the year, of \$567,837 79, and a total balance to the credit of profit and loss, of \$3,502,854 08.

During the year 1865, the capital stock was increased \$1,808,750; the funded debt was increased \$235,001 82; and the floating debt (including unpaid interest and dividends) increased \$53,478 79. On the first of January, 1866, the aggregate of the company's liabilities, including capital stock, funded debt, and obligations of every kind, was \$10,494,464 28.

There was expended upon the new locomotive road, around the inclined planes on the Lehigh and Susquehanna Railroad, the sum of \$334,474 11. For ground for a new freight and passenger depot at Wilkesbarre, \$9,109 49. In other improvements, between Wilkesbarre and White Haven, \$68,264 75. On the branch to the Nesquepec mines, \$2,245 68. On the different sections of the Lehigh and Susquehanna extension—between White Haven and Easton—a total of \$712,335 61, besides \$49,489, paid for land and right of way, and charged temporarily to lands purchased.

The cost of the railroad, from the bridge at the Turn-hole to the new pockets, originally charged to land improvements, has been transferred from that account to construction of Lehigh and Susquehanna Railroad. The amount of this item, including the bridge, the tunnel, and the sidings, is \$223,550 92. Total charged to construction of Lehigh and Susquehanna Railroad, in 1865, \$1,209,813 07.

In the purchase of additional rolling stock, for the Lehigh and Susquehanna Railroad, including six new locomotive engines, and 684 new cars, there was expended the sum of \$426,519 33.

By the purchase of a new locomotive, for use on the road to Tunnel No. 10, and by other additions to the rolling and other stock at the company's mines, and on the railroads connected therewith, there has been added to this item of the company's assets, the sum of \$62,069 04.

Upon their coal improvements, including their coal mines and the railroads connected therewith, the company expended last year, the sum of \$322,524, of which, however, only \$80,712 09 has been permanently charged to that account; the balance to the current expenses of the business.

Upon other portions of the company's real estate, expenditures have been made under the head of land improvements, to the amount of \$64,823 84. The sum of \$30,940 77 has been credited to that account, on the score of the new pockets built in 1864 and 1865, to cover what depreciation they may have already sustained, and the extra cost arising from the high price of labor and materials. The total amount charged to this account was less by \$175,237 10, at the end of 1865, than at the end of 1864.

The investment of the company in canal boats, was increased during the year, \$11,054 12.

The following exhibits the financial condition of the company at the end of the year.

Capital stock.....	\$6,091,700 00
Common loans.....	3,081,433 74
Floating debt.....	1,256,497 70
Unpaid dividends.....	9,213 70
Arrears of interest.....	55,619 14
	\$10,494,464 28
Balance to credit of profit & loss..	3,502,854 08
Total.....	\$13,997,318 36
Canal and river improvements.....	\$4,455,000 00
Lehigh and Susquehanna R. R.	3,127,708 42
Real estate, coal mine and other lands, mine railroads, &c., and works at Phila., &c.....	2,037,089 72
Moveable effects:—debts due, bills receivable, bonds and mortgages, &c.....	2,907,157 38
Contingent fund, cost of investm'ts	680,246 58
Cash on hand.....	790,116 26
Total.....	\$13,997,318 36

The indebtedness of the company at the end of 1864 and 1865, comparatively, is shown in the following summary:

	1864.	1865.
6 pr ct. loan, due Mar. 1, 1870.....	\$414,607 77	\$414,157 77
6 per cent. loan, due April 1, 1884.....	2,432,274 15	2,667,275 97
Total.....	\$2,846,881 92	\$3,081,433 74
Increase of funded debt.....		\$234,551 82
“ floating debt.....		53,478 79

Increase of debt and liabilities in '65 stock in 1865..... \$288,030 61 1,808,750 00

Total increase of debt and stock... \$2,096,780 61

Meanwhile the property and assets of the company have increased by a total of \$2,616,398.

The following table exhibits at one view the cost of the company's works, and the earnings yearly for the last fourteen years:

Years.	Cost of works, lands, mines, &c.	Gross earnings.	Total Ex-penses.	Net Earnings.	Dividends.
1852	\$7,142,876	\$722,999	\$153,366	\$569,633	6
1853	7,015,998	804,715	134,259	670,456	6
1854	7,116,901	1,090,652	167,136	923,516	6
1855	7,169,727	1,019,271	209,125	810,146	6
1856	7,241,654	864,657	237,176	627,481	6
1857	7,263,971	593,290	127,126	466,164	6
1858	7,228,273	595,857	92,197	503,660	6
1859	7,228,789	672,688	97,763	574,925	6
1860	7,288,264	753,318	83,091	670,227	6
1861	7,357,473	528,246	201,314	326,932	6
1862	7,454,365	307,347	123,487	183,860	6
1863	7,574,840	1,152,694	129,110	1,023,584	6
1864	8,445,880	1,560,582	238,305	1,322,277	10
1865	9,619,798	1,380,137	318,247	1,061,890	10

At an election held May 1st, 1866, the following named persons were chosen officers of the company, for the ensuing year:

President.—JAMES S. COX.

Managers.—John Farnum, Richard Richardson, Andrew Manderson, Jacob P. Jones, Francis C. Yarnall, Samuel E. Stokes, Francis R. Cope, Frederick Graff, Fisher Hazard, Charles L. Borie, Charles Wheeler.

Vice President.—WILLIAM F. BIDDLE.

Superintendent & Engineer.—JOHN LEISENRING.

Treasurer.—SOLOMON SHEPHERD.

Secretary.—FRANCIS MITCHELL.

The Wabash and Erie Canal in Indiana.

A company composed of leading business men on the line of this canal, has been formed for the purpose of leasing the canal for a term of years, to put and keep it in navigable order. The company organized at Delphi last week by the appointment of Reed Case, of Delphi, T. Donovan, of Pittsburg, M. Bradley, of Peru, A. P. Edgerton, of Ft. Wayne, Judge Pettit of Wabash, L. Jewett, Capt. Moore, Robert Breckinridge, Henry Taylor and J. W. Martin, of Lafayette, Directors of the Company. At a subsequent meeting, Messrs. Edgerton, Case, Bradley, Breckinridge and Jewett, were elected an Executive Committee, and Hon. A. P. Edgerton, President.

It is generally known that in the settlement of Indiana with the foreign holders of her bonds, this canal passed into other hands, and was for many years managed by trustees for them, during which it declined in condition. It was then leased to a company consisting of A. P. Edgerton, H. McCulloch, and we think, Jesse L. Williams, who bound themselves no further than to keep the canal in repair if its revenue was sufficient. This arrangement did not create a sufficient interest, nor induce the investment of sufficient capital to keep the canal in navigable order. This season, it has been opened no further south than Logansport, with no prospect, under the old arrangement, of any effort to open it through.

The character of the members of the new com-

pany, their interest in business and property along the line of the canal, and the capital they have invested in this enterprise, are an assurance of an energetic management that will put this important canal in order and make it again profitable. Business men in Toledo have taken a part in the undertaking by pledging themselves to build thirty boats for the canal, this kind of stock having declined for several years on account of the uncertainty as to the continuance of the canal.

This canal has, like the Ohio Canal, suffered from railroad competition. The foreign owners would not stand up to the continual draft upon them to keep it in repair, as the State of Ohio did for her canals for many years, until she leased them. The lessees of the Indiana Canal did not put that interest and energy into the management that the Ohio lessees gave to their enterprise. The declining condition of the canal, and the facilities furnished by the railroads, made the people indifferent to its preservation. But the people of Ohio are aware that their canals are worth the cost for their influence on the price of freight, even though they should carry none. And so is the Wabash and Erie Canal to the people of Indiana, as they would find, to their cost, if they should allow it to go out of existence.

Before our canals were leased they were an annual drain of from one to two hundred thousand dollars a year upon the general fund of the State Treasury, besides the interest on their cost of sixteen or eighteen millions. In spite of this bad showing of direct results, we believe they were worth the cost for their influence on freights. They were a security against any extraordinary pressure upon the means of transit, and against the natural effect of this on prices. The energy and economy of private interest and management has sustained and improved them with their own revenues, and the prospect which at one time was probable that they would run down and be abandoned, is now removed.

The people of Indiana have the same interest in their canal, and it is probable that this enterprise will have as beneficial a result. The trade of the Wabash and Erie Canal in Indiana was once of much importance to this city. It fell off on account of the change the war made in the course of trade, as well as from the declining condition of the canal. The restoration of trade to its natural course and the repair of the canal will revive and increase its importance to this city. It is indispensable for the transportation of all kinds of heavy freight and produce, and it is also a very important feeder to the Ohio portion of the same line of canal.—*Cin. Gazette.*

The first annual meeting of the International Telegraph Company was held in Portland on the 5th inst., and the following board of directors was chosen for the ensuing year: E. K. Harding, Bath; A. D. Brown, George F. Shepley, H. N. Jose, Woodbury Davis, Portland; Wm. McGilvery, J. C. Nichols, Searsport; J. B. Foster, J. W. Palmer, Bangor; E. C. Bailey, Dwight Foster, Boston. At a meeting of the directors Col. E. K. Harding of Bath was chosen President, and Col. Charles B. Merrill of Portland, Treasurer.

In the suit of the California State Telegraph Company versus the United States Pacific Telegraph Company in the District Court of the United States for Nevada, Judge Baldwin has awarded an injunction restraining the defendants from telegraphing between the cities of Nevada and California, on the ground that the plaintiffs have exclusive and irrevocable franchise from the Nevada Legislature, which even Congress cannot invade. This closes the line of the defendants.

Mr. D. S. Hessey, of Delaware, has been elected Chief Engineer of the Dorchester and Delaware railroad company.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.					COPPER STOCKS.					IRON, COAL, ETC., STOCKS.					GOLD, SILVER, ETC., STOCKS.				
COMPANIES.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.	COMPANIES.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.	COMPANIES.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.	COMPANIES.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
COPPER:					COPPER:					IRON:					COAL & ANTHRACITE:				
Acton.....Ca.	5	---	200,000	---	Knowlton.....L.S.	25	8	20,000	---	Broad Top.....Pa.	50	---	---	---	St. Nicholas.....Pa.	---	---	---	---
Acton Vale.....Ca.	25	8	50,000	---	Lafayette.....Ca.	25	---	20,000	---	Copake.....N.Y.	50	50	50,000	---	Shawmut....."	20	---	40,000	24
Adventure.....L.S.	25	25	20,000	---	Lake.....L.S.	25	---	20,000	---	F. ster....."	---	---	---	---	Washington....."	---	---	---	---
Albany and Boston.....L.S.	25	8	20,000	---	Lawrence.....L.S.	25	---	20,000	---	French Creek.....Pa.	5	---	100,000	---	West Virginia.....W.Va.	---	---	---	---
Algoma.....L.S.	25	1	20,000	---	Lennoxville.....Ca.	5	---	100,000	---	Garrison's.....N.Y.	5	5	100,000	---	Wilkesbarre.....Pa.	100	100	21,750	55
Allouez.....L.S.	25	1	20,000	---	Logan.....Ca.	3	---	100,000	---	George's Creek.....Md.	100	100	10,000	---	Wolf Creek....."	---	---	---	---
American.....L.S.	25	17	20,000	---	Lower California.....Mo.	50	---	40,000	---	Harwood.....L.S.	5	5	20,000	---	Wyoming Valley....."	50	---	25,000	---
Amygdaloid.....L.S.	25	---	20,000	---	Lyster.....Ca.	2	---	200,000	---	Lake Superior.....L.S.	25	25	20,000	---	GOLD:				
Anita.....Cal.	10	---	20,000	---	Madison.....L.S.	25	6	20,000	2	Mount Pleasant.....Pa.	50	50	10,000	---	Aradia.....N.S.	3	---	100,000	---
Annapolis.....Md.	10	---	50,000	---	Malden....."	25	2	20,000	---	Teal Lake.....L.S.	25	---	20,000	---	Albion....."	3	---	100,000	---
Aradia.....L.S.	100	---	20,000	---	Mandan....."	25	4	20,000	---	Tyson.....Vt.	10	---	20,000	---	American.....Col.	100	---	50,000	---
Arizona.....Ariz.	100	---	100,000	---	Manhattan....."	25	5	20,000	---	LEAD AND ZINC:					Ascot.....Can.	100	---	50,000	---
Arnold.....L.S.	25	---	20,000	1	Marquette.....Md.	5	---	20,000	---	Amenia.....N.Y.	5	---	100,000	---	Atl. & Pac.....Nev.	50	---	50,000	---
Ascot.....Ca.	20	---	20,000	---	Maryland.....L.S.	25	4	20,000	---	Bucks County.....Pa.	5	---	40,000	---	Battle.....Col.	---	---	---	---
Astor.....L.S.	25	1	20,000	---	Mass.....L.S.	25	4	20,000	---	Canada.....Ca.	5	---	50,000	---	Bates & Baxter....."	---	---	---	---
Atlas.....L.S.	25	2	20,000	---	Massachusetts.....L.S.	25	---	20,000	---	Champion.....N.Y.	5	5	100,000	---	Benton....."	5	---	100,000	---
Aztec.....L.S.	25	4	20,000	---	Medora....."	25	1	20,000	---	Clute....."	5	5	110,000	---	Black Hawk....."	100	---	50,000	---
Balt. and N.C.....N.C.	25	12	20,000	13	Mendota....."	25	1	100,000	---	Continental....."	2	2	200,000	---	Briggs.....Col.	100	---	10,000	---
Bay State.....L.S.	25	2	20,000	---	Merrimac....."	25	6	20,000	---	Eastport.....Me.	10	---	100,000	---	Burroughs....."	10	---	100,000	---
Beaver.....L.S.	25	2	20,000	---	Merryweather....."	25	---	20,000	---	Erie.....N.Y.	10	---	40,000	---	Bullion.....Mtns.	5	---	200,000	---
Bedford.....Ca.	5	---	125,000	---	Mesnard....."	25	8	20,000	---	Gay's River....."	2	---	100,000	---	Bullion Consol.....Col.	1	---	300,000	---
Black River.....L.S.	25	17	20,000	---	Meteor....."	25	---	20,000	---	Hampton.....Mass.	5	---	100,000	---	Chebeco.....N.S.	5	---	100,000	---
Bohemian.....L.S.	25	---	20,000	---	Michigan....."	25	---	20,000	---	Jefferson.....N.Y.	5	---	10,000	---	Central.....Col.	5	---	200,000	---
Bolton.....Ca.	5	---	200,000	---	Middlesex....."	25	---	20,000	---	Kings Hill....."	5	---	10,000	---	Central Gold....."	5	---	20,000	---
Boston.....L.S.	25	2	20,000	1	Milton....."	25	1	20,000	---	Lake Superior.....Mich.	5	---	200,000	---	Chandler.....Can.	5	---	100,000	---
Brooklyn.....L.S.	25	2	20,000	---	Minnesota.....L.S.	25	18	20,000	10	Lancaster.....Pa.	5	---	50,000	---	Gibben.....Idaho.	10	---	100,000	---
Brome.....Ca.	5	---	100,000	---	Missisquoi.....Ca.	2	---	150,000	---	Lehigh.....N.J.	5	---	100,000	---	Columbia.....Nev.	100	---	300,000	---
Cabot.....L.S.	25	---	20,000	---	Morrison.....L.S.	25	---	20,000	---	Macomb.....N.Y.	5	---	110,000	---	Consoi Gregory.....Col.	100	---	50,000	12
Caledonia.....L.S.	25	5	20,000	---	Nashua....."	25	---	20,000	---	Maine.....Me.	10	---	50,000	---	Copalsinsche....."	50	---	250,000	---
Cambridge.....L.S.	25	5	20,000	---	National....."	25	6	20,000	---	Mineral Point.....N.Y.	5	---	100,000	---	Corvdon....."	25	---	100,000	---
Canada.....Vt.	4	1	100,000	1	Native....."	25	2	20,000	1	Morgan....."	5	---	100,000	---	Continental....."	100	---	20,000	---
Carp Lake.....L.S.	25	---	20,000	---	Naumkeag....."	25	1	20,000	---	Mount Hope.....N.Y.	2	---	80,000	---	Denver....."	20	---	50,000	---
Cascade.....L.S.	25	---	20,000	---	Nebraska....."	25	---	20,000	---	National....."	1	---	200,000	---	Downville....."	1	---	300,000	---
Central.....L.S.	25	6	20,000	---	Nequaket....."	25	2	20,000	---	New Hampshire.....N.H.	5	---	100,000	---	Eagle....."	10	---	100,000	---
Champlain.....Ca.	1	---	200,000	---	New England.....L.S.	25	2	20,000	---	New Jersey.....N.J.	100	---	12,000	---	East Bannock.....Mtns.	2	---	100,000	---
Chatham....."	2	---	200,000	---	New Jersey cons.....N.J.	10	---	100,000	---	N.Y. & Boston.....N.Y.	10	---	100,000	---	El Dorado.....Col.	5	---	500,000	---
Chetleamp.....L.S.	5	---	30,000	---	Newton.....Ca.	1	---	200,000	---	Owegauchie.....Ca.	5	---	100,000	---	Empire....."	20	---	250,000	---
Chippewa.....L.S.	25	---	20,000	---	New York.....L.S.	25	1	20,000	---	Owen's Lake....."	5	---	50,000	---	Excelsior....."	10	---	30,000	---
Clinton.....L.S.	25	---	20,000	---	N.Y. & Passaic.....N.J.	5	---	100,000	---	Phoenix.....N.Y.	5	---	50,000	---	Garrison's....."	50	---	100,000	---
Collin.....L.S.	25	---	20,000	---	North Cliff.....L.S.	25	4	20,000	1	Placencia Bay.....N.F.	5	---	200,000	---	Gem....."	50	---	25,000	---
Concord.....L.S.	25	4	20,000	3	North State....."	25	3	20,000	---	Ramsay.....Ca.	25	---	20,000	---	Golconda....."	20	---	250,000	---
Consolidated.....L.S.	25	5	20,000	---	North Western....."	25	11	20,000	---	Rochester....."	2	---	200,000	---	Gold Mountain.....Col.	10	---	600,000	---
Copper Creek.....Mo.	100	---	10,000	---	Norwich....."	25	11	20,000	---	Rossie.....N.Y.	5	---	100,000	---	Gold Mining....."	100	---	50,000	---
Copper Creek.....Wis.	25	---	20,000	---	Ogima....."	25	7	20,000	---	Shawangunk.....N.Y.	5	---	100,000	---	Gunnell....."	10	---	300,000	---
Copper Falls.....L.S.	25	24	20,000	43	Otisville.....N.Y.	5	---	100,000	---	Sussex.....N.J.	5	---	125,000	---	Gunnell Central....."	50	---	20,000	---
Copper Harbor.....L.S.	25	1	20,000	---	Ontonagon.....L.S.	25	---	20,000	---	Union.....Pa.	5	---	100,000	---	Gregory....."	50	---	20,000	---
Copper Hill.....Wis.	1	---	200,000	---	Ottawa.....Ca.	1	---	200,000	---	Walkkill.....N.Y.	5	---	100,000	---	Great Western....."	10	---	60,000	---
Cornith.....Vt.	2	---	100,000	---	Pacific.....L.S.	25	---	20,000	---	Warren.....N.H.	5	---	100,000	---	Hope....."	25	---	80,000	---
Cornwall.....Vt.	2	---	100,000	---	Pennsylvania....."	50	50	20,000	---	White Mountain....."	---	---	---	---	Holman....."	2	---	150,000	---
Dacotah.....L.S.	25	2	20,000	---	Petherick....."	25	5	20,000	6	COAL & ANTHRACITE:					Idaho.....Nebr.	---	---	---	---
Dana.....L.S.	25	2	20,000	2	Phila. & Boston....."	25	15	20,000	37	American.....Pa.	25	---	60,000	---	Isaac's Harbor.....N.S.	5	---	100,000	---
Deep River.....N.C.	5	---	10,000	---	Phoenix....."	25	15	20,000	11	Appleton....."	50	50	50,000	---	Kansas, Colorado.....Col.	10	---	100,000	---
Delaware.....L.S.	25	20	20,000	---	Pittsburg & Boston....."	25	6	20,000	---	Ashburton.....Pa.	50	50	50,000	---	Kip & Buel....."	2	---	100,000	---
Derby.....L.S.	25	1	20,000	---	Pontiac....."	25	10	20,000	---	Atlantic & G.C.....Md.	---	---	85c	---	La Crosse....."	10	---	100,000	---
Devon.....L.S.	25	1	20,000	---	Prescott.....Ariz.	100	---	100,000	---	Baltimore....."	100	100	100,000	---	Liebig....."	5	---	200,000	---
Dorchester.....L.S.	25	1	20,000	---	Providence.....L.S.	25	---	20,000	---	Bear Valley....."	12	---	40,000	14	Lake Major.....N.S.	50	---	12,000	---
Douglas.....Ca.	2	1	200,000	---	Quincy....."	10	10	20,000	47	Beaver Meadow.....Pa.	50	50	100,000	---	Mariposa.....Cal.	100	100	100,000	24
Dover.....L.S.	5	25	20,000	---	Reliance....."	25	---	20,000	---	Belmont....."	50	50	10,000	---	Du. preferred....."	100	100	100,000	---
Dudley.....L.S.	25	2	200,000	---	Republic....."	25	---	8,000	---	Big Mountain.....Pa.	5	---	100,000	4	Mammoth.....Col.	100	---	100,000	---
Dunham.....Ca.	25	6	200,000	---	Resolute....."	25	6	20,000	---	Boston & Pictou.....N.S.	5	---	100,000	---	Manhattan....."	10	---	100,000	---
Durham.....L.S.	25	3	20,000	2	Ridge....."	25	8	20,000	---	Black Heath.....Pa.	10	10	30,000	---	Massachusetts....."	5	---	250,000	---
Eagle River.....L.S.	25	1	20,000	---	Rockland....."	25	12	20,000	4	Bridgeport.....Pa.	10	10	30,000	---	Mount Vernon.....Nev.	10	---	200,000	---
Edwards.....Ca.	5	---	100,000	---	Roscoe.....Ca.	1	---	200,000	---	Broad Mountain....."	10	10	30,000	---	Montana.....Col.	4	---	100,000	---
Ely.....L.S.	25	10	20,000	---	St. Clair.....L.S.	25	3	20,000	---	British American.....N.S.	---	---	---	---	N				

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [—] "not ascertained."

Fiscal year ending.	Completed: equi- val in single tr. k.	Length. In miles or projected	Equip- ment.			Companies.	Cost of Road and Equipment.	Share Capital* paid in.	Indebted- ness.		Earnings.		Dividends on paid capital.	Par Value.	Market Price.
			Horses.	2-horse.	1-horse.				Bonds.	Floating Debt.	Gross.	Net.			
MASSACHUSETTS.															
30 Nov. '64	3.36				Boston and Chelsea	110,000	110,000				8,800	7,409	8		27
30 Nov. '64	4.52		179	28	Broadway, Boston	256,257	250,000			26,482	129,615	15,895	8		43
30 Nov. '64	27.43				Cambridge	734,671	727,800	150,000		94	(Union Co.)	9			83
30 Nov. '64		7.5			Dedham and West Roxbury		41,000								
30 Nov. '64	1.41				Dorchester and Roxbury	18,742	12,000			6,660	(Metro. pol'n)	6			46
30 Nov. '64	2.80				Lowell (Horse)	43,894	40,129			3,590	11,062	766			50
30 Nov. '64	11.75		26	6	Lynn and Boston	254,611	200,000	50,000		18,165	129,927	12,197	8		52
30 Nov. '64	3.41		200	31	Malden and Melrose	60,246	200,000	73,100		66,222	20,807				25
30 Nov. '64	2.97				Medford and Charlestown	35,000	23,000	11,000			(essex)	50			25
30 Nov. '64	31.85		841	140	Metropolitan (Boston)	1,420,141	1,176,075			218,487	580,043	49,981	6		64
30 Nov. '64	6.84		293	41	Middlesex (Boston)	488,945	400,000	31,000		104,617	170,236		3		84
30 Nov. '64	5.69		75	9	Quincy	135,243	71,600	55,633		31,533	28,510	1,390			80
30 Nov. '64	6.75		66	16	Salem & South Darners	173,980	150,000			25,800	37,017				25
30 Nov. '64	2.68		10	2	Somerville	50,000	50,000				(Middlesex)	5			25
30 Nov. '64	2.50				Stoneham street (Boston)	35,300	32,900				7,454				
30 Nov. '64		6.74			Suburban	95,500	5,000				(Middlesex)				
30 Nov. '64	6.00		70		Suffolk (Boston)	(Sold to Metro. Aug. 1, '64)				34,198	1,261				100
30 Nov. '64		411	63		Union (Transportation)	241,441	160,000	20,000		144,316	273,423				47
30 Nov. '64	1.58				West Cambridge	13,800	13,600				(Lensed)	6			
30 Nov. '64	2.25				Winnemmet	62,154	60,000			929	21,589				
30 Nov. '64	11.60		59	8	Worcester	96,657	75,800			53,668	25,452				
CONNECTICUT.															
31 Jan. '64	3.0	3.0	45	7	Fairhaven and Westville	100,000	100,000						8		
31 Dec. '62	8.5		11	3	Hartford and Wethersfield	300,000	300,000								
NEW YORK.															
30 Sep. '64	10.76				Broadway (Brooklyn)	237,139	200,000	27,500		5,782	67,594	18,396	6	100	11
30 Sep. '64	14.33				Broadway & 7th Ave., N. Y.	3,293,245	2,100,000	1,000,000		75,000	96,551	18,965	100	60	6
30 Sep. '64	7.00	2.80			Brooklyn, Bath & Coney Is'd	120,388	99,850	76,000		44,000	15,831	2,942			
30 Sep. '64	24.00				Brooklyn Central & Jamaica	897,646	492,150	400,000		55,291	173,827	3,666	9	100	13
30 Sep. '64	56.18	1.90			Brooklyn City	1,330,717	1,000,000	170,000		15,000	694,333	77,142	84		
30 Sep. '64	11.75	4.00			Brooklyn City and Newtown	531,784	306,000	200,000		19,144	82,049	4,162			
30 Sep. '64	0.09	9.41			Brooklyn City & Ridgewood	161,137	140,500	20,000		4,637	700				
30 Sep. '64	18.00				Brooklyn City & Rockaway		12,000								
30 Sep. '64	25.00				Brooklyn, E. N. Y. & R'kwy	90,000	50,000	25,000		15,000					
30 Sep. '64		23.00			Buffalo Street										
30 Sep. '64					Canarsie, B'klyn & Wind'd	33,500	15,000	18,500							
30 Sep. '64					Central City (Syracuse)										
30 Sep. '64	19.00	3.00			Cent'l Pk. N. & E. Riv. (N. Y.)	1,320,302	781,350	550,000		327,713	80,498		100		
30 Sep. '64	17.25		32		Coney Island and Brooklyn	608,889	500,000	113,000		100,438	9,148				
30 Sep. '64	6.00				East & North River (N. Y.)	650	650						12	100	
30 Sep. '64	15.50	1.00	101		Elighth Avenue (N. Y.)	1,166,162	1,000,000	45,000		5,000	452,701	4,208	12		
30 Sep. '64	12.00	1.00	50		42d st., & Grand st., Ferry	951,570	660,000	261,800		33,282	178,056	22,293			
30 Sep. '64					Fourteenth Street (N. Y.)								8		
30 Sep. '64	4.62				Grand St. & Newtown (W'g)										
30 Sep. '64	10.00		17	2	Harlem Br. Morris & Ford'm	158,749	72,000	83,000		34,660	897				
30 Sep. '64					Main & Ohio St. (Buffalo)										
30 Sep. '64					Niagara Street (Buffalo)										
30 Sep. '64	11.00	7.00	34		Ninth Avenue (N. Y.)	451,154	795,300	67,000		90,108	108		100		
30 Sep. '64		11.00			N. Riv. & Wall st. Ferry (N. Y.)		1,200								
30 Sep. '64		3.40	20		Port Morris & Westchester	237,889	134,000	91,000		10,000	47,739				
30 Sep. '64	16.00				Rochester City & Brighton	1,155,615	650,000	520,000		53,000	350,718	20,134	100	65	
30 Sep. '64	8.37		40	25	Second Avenue (N. Y.)	1,222,621	750,000				424,806	14,753	5	100	13
30 Sep. '64					Tenth Ave & 32d st. (N. Y.)										
30 Sep. '64	17.50		137	3	Third Avenue (N. Y.)	1,958,354	1,170,000	1,300,000		35,000	844,701	171,587	12	100	24
30 Sep. '64					Troy and Cohoes	50,000					leased				
30 Sep. '64	6.50	9.00	18		Utica City	193,945	124,500	65,500		7,000	18,295	108			
30 Sep. '64	1.50				V. Brunt st. & Erie Bas. (Buff.)	62,000	50,000	12,000		10,856	2,380				
30 Sep. '64	12.00				Williamsburgh & Coney Is'd	15,000	15,000								
NEW JERSEY.															
31 Dec. '62	5.32				Hoboken and Hudson City	32,000	30,000		2,000						
31 Dec. '62	5.05	2.50			Hoboken and Weehawken	134,400	70,000	60,000			17,228	9,996	3		
31 Dec. '62	10.47				Jersey City & Bergen Point										
31 Dec. '62	17.00		150	22	Orange and Newark	411,000	211,000	200,300			71,050	19,138		50	
31 Dec. '62	5.80				West Hoboken & Hoboken	100,000	40,000	60,000							
PENNSYLVANIA.															
31 Oct. '65	7.89		142	24	Chestnut & Walnut (Phila.)	235,421	100,000	135,000					40	10	
31 Oct. '65	5.50		122	21	Citizens' (Pittsburg)	185,024	100,000	65,300		10,318	114,721	34,877	10	50	
31 Oct. '65	12.33		262	40	Frankford & Southw'k (Ph.)	768,569	491,520	200,000			286,861	91,545		50	
31 Oct. '65	6.00		86	16	Fairmt Pk & Del. Riv. (Ph.)						62,732	8,227			
31 Oct. '65	4.50		195	33	Green & Coates st. (Phila.)	232,963	150,000	100,000			158,803	39,721	2	50	
30 Nov. '65	19.00		250	44	Germantown	385,169	112,245	250,000			191,195	49,561			
31 Oct. '65	5.04		120	25	Girard College (Phila.)	114,611	160,000				122,866	36,832	4	50	
31 Oct. '65	2.00		25	4	Harrisburg City	49,504	30,118			9,000	6,726	5,662		25	
31 Oct. '65	19.00		328	66	Hestonv, Mantua & Fairm't		183,600	75,131		153,513	39,179	50		15	
31 Oct. '65	4.50		105	16	Lombard & South st. (Phila.)	156,000	90,000	60,200		16,000	72,490	14,007		25	
31 Oct. '65					Oakland (Pittsburg & E. L.)										
31 Oct. '65	3.75		124	18	Pittab, Allegheny & Manch'r	96,385	75,000	35,000		150	88,795	20,243	16	50	
31 Oct. '65	2.06		67	12	Pittsburg and Birmingham	66,440	54,000	22,600			67,040	14,278	14	50	
31 Oct. '65	3.80		165	27	Philadelphia City	240,264	100,000	135,000			149,678	59,722	74	50	
31 Oct. '65	5.00		64	10	Philadelphia and Darby	86,383	100,000	17,000			33,781	6,494	5	20	
31 Oct. '65	4.50		51	10	Ridge Avenue & Manyunk	179,533	120,000	63,300			41,737	6,903		50	
31 Oct. '65	18.09		431	67	Second & Third st. (Phila.)	472,031	203,751	137,300			437,562	155,830	10	50	
31 Oct. '65	5.62		87	9	17th & 19th st. (Phila.)	114,393	120,000				51,683	9,187		50	
31 Oct. '65	7.00		118	16	3 Spruce & Pine (Phila. & Gr's F.)	249,411	217,697	15,000		10,000	84,900	20,646	44	25	
31 Oct. '65	7.00		210	35	10th & 11th st. (Citizens')	176,048	192,750				210,143	87,810	94	50	
31 Oct. '65	8.25		143	23	13th & 15th st. (Phila.)						143,038	38,455	6	50	
31 Oct. '65	23.05		412	70	Union, Philadelphia	627,138	291,475	80,000		263,128	206,593	5,800	50	50	
31 Oct. '65	8.00		327	52	West Philadelphia	356,106	249,100	100,000		10,000	309,261	81,336	10	50	
31 Oct. '65	1.00		9	4	Williamsport		15,100			822	4,397	1,851		25	
MARYLAND.															
31 Dec. '62	21.00		340	50	Baltimore City	700,000	670,000			31,540	239,059	21,058			
OHIO.															
31 Dec. '62	5.00				Cincinnati Street	161,913	150,000								
31 Dec. '62	5.00				City (Cinc.) Passenger	111,412	100,000								
31 Dec. '62	3.81				Passenger (Cinc.)	69,337	50,000								
31 Dec. '62	3.63				Pendleton & S. st. Mar't (Cin.)	70,000	50,000								

PASSENGER RAILROAD BONDS.

DESCRIPTION.	Amount out- standing.	INTEREST. Rate.	Pay- able.	Principal payable.
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FEDERAL, STATE AND CITY SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest.		WHEN PAYABLE.	Market Price.	DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest.		WHEN PAYABLE.	Market Price.
		Rate.	Payable.					Rate.	Payable.		
NATIONAL SECURITIES, June 1.											
Loan of Jan. 29, 1847.....registered	\$9,415,250	6	Jan. & July.	1867	126	New York—State Bonds.....canal fund	6,000,000	6	Quarterly.	1873	96 1/2
Loan of March 31, 1848.....registered	8,908,342	6	"	1868	127 1/2	" " " "....."	2,250,000	6	"	1874	98
" " " ".....coupon	618,000	6	"	1868	122	" " " "....."	500,000	6	"	1875	98
Texas Indemnity, of Sep. 9, 1850.....coupon	20,000,000	5	"	Due.	100	" " " ".....general fund	900,000	6	"	1877	98
Loan of June 14, 1853.....registered	7,022,000	5	"	1874	100	" " " "....."	800,000	6	"	1878	98
" " " ".....coupon	1,018,000	5	"	1874	99	" " " ".....canal fund	909,607	5	"	pleas.	98
Loan of June 22, 1860.....registered	18,415,000	5	"	1871	100	" " " "....."	192,585	5	"	1866	98
" " " ".....coupon	294,814,500	5	"	1871	100	" " " ".....general fund	1,163,000	5	"	1868	98
Oregon War Loan of March, 1861.....coupon	614,780,500	6	July.	1881	105 1/2	" " " ".....canal fund	442,960	5	"	1868	98
Loan of Feb. 8, 1861.....registered	80,734,500	6	Jan. & July.	1881	105 1/2	" " " "....."	187,000	5	"	1871	98
" " " ".....coupon	171,219,100	6	"	1881	110 1/2	" " " ".....general fund	4,500,000	5	"	1874	90
Loan of July 17, & Aug. 5, 1861.....registered	6,402,000	6	"	1881	106 1/2	" " " "....."	900,000	5	"	1875	98
" " " ".....coupon	107,350	6	"	1881	110 1/2	" " " "....."	800,000	5	"	1878	98
Loan of Feb. 25, 1862 (5-20s).....registered	312,221,600	6	May & Nov.	1882	102 1/2	North Carolina—State bonds.....coupon	9,885,500	6	Various.	1869-71	84
" " " ".....coupon	43,025,000	6	"	1882	102 1/2	" " " ".....(new)....."	3,500,000	6	Jan. & July.	1900	98
Loan of March 2, 1864 (5-20s).....registered	22,568,320	6	May & Nov.	1884	102 1/2	Ohio—State Bonds.....coupon	1,009,500	6	Jan. & July.	1865	98
" " " ".....coupon	162,012,140	6	"	1884	102 1/2	" " " "....."	662,288	6	"	1860	98
Loan of March 3, 1865 (5-20s).....registered	124,561,486	6	May & Nov.	1885	102 1/2	" " " "....."	379,866	6	"	1868	98
" " " ".....coupon	402,128,318	6	"	1885	102 1/2	" " " "....."	2,183,532	6	"	1870	98
Loan of March 3, 1864, (10-40s).....registered	27,334,965	6	Mar. & Sept.	1904	96 1/2	" " " "....."	1,600,000	6	"	1875	98
" " " ".....coupon		6	"	1904	96 1/2	" " " "....."	4,086,307	6	"	1881	98
Pacific R. R. Bonds of currency.....registered		6	Jan. & July.	98-99	96 1/2	" " " "....."	2,400,000	9	"	1886	98
Treasury Notes of July 17, 1861 (7-30s).....1st series		7.3	Feb. & Aug.	1867	102 1/2	" " " "....."	679,213	6	May & Nov.	1869-71	98
" " " ".....2d series		7.3	June & Dec.	1868	102 1/2	Pennsylvania—State Stock.....registered	20,209,000	5	Various.	1869-90	90
" " " ".....3d series		7.2	Jan. & July.	1868	102 1/2	" " " ".....coupon	6,168,000	5	"	1877-82	90
Debt Certificates.....		6	At maturity.	1 year	100 1/2	" " " "....."	3,000,000	6	Feb. & Aug.	1871	102 1/2
Gold Certificates of Deposit.....		6	At maturity.	3 yrs	100 1/2	" " " "....."	3,889,000	6	Jan. & July.	1871-94	94
Compound Interest Notes of 1864.....		6	"	10 d'y	100 1/2	South Carolina—State Bonds (sterling)....."	481,444	5	Jan. & July.	1868	98
Temporary Loans at 4, 5 and 6 per cent.....		6	"	10 d'y	100 1/2	" " " ".....inscribed	1,708,000	6	"	1869-90	98
United States Notes (greenbacks).....		6	"	10 d'y	100 1/2	" " " ".....coupon	1,499,000	6	"	1871-90	98
Fractional currency.....		6	"	10 d'y	100 1/2	" " " ".....(new)....."	1,091,180	5	"	1872-79	98
STATE SECURITIES.											
Alabama—Dollar Bonds.....coupon	2,109,000	5	May & Nov.	1877	98 1/2	Tennessee—State Bonds.....coupon	239,167	5 1/2	April & Oct.	1876-90	76
" " " ".....Sterling "....."	648,000	5	Jan. & July.	1876	98 1/2	" " " "....."	1,706,000	6	"	1872-79	98
" " " "....."	689,000	5	"	1876	98 1/2	" " " "....."	14,046,000	6	"	1872-79	98
" " " ".....Funded Interest Bonds....."	1,509,000	6	(in default.)	1868	113	" " " "....."	176,000	6	"	1892	98
Arkansas—State Bonds (issued to banks)....."	2,472,000	7	Jan. & July.	1878-80	113	Vermont—State Bonds.....coupon	1,650,000	6	Various.	1871-78	68 1/2
California—Civil bonds of 1867 & '60 coupon....."	10,400,000	6	"	1872	97	" " " "....."	21,888,398	6	June & Dec.	1871-78	68 1/2
Connecticut—State Bonds.....coupon	72,000	6	Jan. & July.	1872-80	97	Virginia—State Bonds.....registered	11,108,000	6	Jan. & July.	1864-96	42 1/2
" " " ".....(free)....."	2,271,760	6	"	1892	105	" " " ".....coupon	1,865,000	5	"	1872	98
Georgia—State bonds (sterling).....coupon	434,000	6	Jan. & July.	1869	105	" " " "....."	700,000	6	"	1876-96	98
" " " "....."	1,758,400	6	"	1872-86	105	" " " "....."	200,000	6	"	1876-96	98
" " " "....."	721,198	6	Jan. & July.	1870	100	West Virginia—State Bonds.....coupon	641,300	6	April & Oct.	1871-88	98
" " " ".....State Bonds of 1860-79.....coupon	436,000	6	"	1870	100	Wisconsin—State Bonds.....coupon	700,000	6	Jan. & July.	1871-88	98
" " " ".....1862-79....."	229,372	6	"	1870	100	" " " ".....(war)....."	19,024,523	6	April & Oct.	1871-88	98
" " " ".....1865-79....."	2,871,725	6	"	1870	100	" " " "....."	600,000	4	Jan. & July.	1913	98
" " " ".....1870-79....."	1,778,677	6	"	1877	98 1/2	Baltimore—City Bonds....."		5	quarterly.	1870	98
" " " "....."	241,000	6	"	1879	98 1/2	" " " "....."		5	"	1870	98
" " " ".....War Loan....."	1,157,700	6	"	1879	98 1/2	" " " "....."		5	"	1870	98
Indiana—State Bonds.....registered	236,009	5	Jan. & July.	1866	86	" " " "....."		5	"	1870	98
" " " "....."	2,058,173	5 1/2	"	1866	86	" " " "....."		5	"	1870	98
" " " ".....War Loan.....coupon	1,225,000	6	May & Nov.	1866	86	" " " "....."		5	"	1870	98
Iowa—State Certificates.....registered	200,000	7	Jan. & July.	1866	86	" " " "....."		5	"	1870	98
" " " ".....War Loan Bonds.....coupon	300,000	7	"	1867	86	" " " "....."		5	"	1870	98
Kansas—State Bonds.....coupon	200,000	6	"	1878	98 1/2	" " " "....."		5	"	1870	98
Kentucky—State bonds.....coupon	417,000	6	"	1878	98 1/2	" " " "....."		5	"	1870	98
" " " "....."	3,204,000	6	"	1878	98 1/2	" " " "....."		5	"	1870	98
Louisiana—State Bonds.....coupon	9,866,000	6	various.	1870-90	98	" " " "....."		5	"	1870	98
" " " ".....Fu. de l. Coupons....."	532,000	6	Mar. & Sept.	1883	96	Brooklyn—Municipal Bonds.....coupon	800,000	4	Jan. & July.	1913	98
Maine—State Certificates.....coupon	4,500,000	6	Jan. & July.	1883	96 1/2	" " " "....."		5	quarterly.	1870	98
" " " ".....War Loan Bonds.....coupon	2,171,902	6	quarterly.	var.	101	" " " "....."		5	"	1870	98
Maryland—State Bonds.....coupon	1,727,000	6	"	1870	101	" " " "....."		5	"	1870	98
" " " "....."	3,192,763	6	"	1890	98	" " " "....."		5	"	1870	98
" " " ".....(sterling).....coupon	6,401,000	5	"	1890	98	" " " "....."		5	"	1870	98
Massachusetts—State Scrip....."	53,000	5	June & Dec.	1872	97 1/2	" " " "....."		5	"	1870	98
" " " "....."	244,000	5	Jan. & July.	1870-74	97 1/2	" " " "....."		5	"	1870	98
" " " "....."	375,000	5	April & Oct.	1872-74	97 1/2	" " " "....."		5	"	1870	98
" " " "....."	220,000	5	May & Nov.	1880	98	" " " "....."		5	"	1870	98
" " " ".....War Loan....."	6,429,000	5	"	1894	98	" " " "....."		5	"	1870	98
" " " ".....Scrip....."	297,000	6	June & Dec.	1877	107 1/2	" " " "....."		5	"	1870	98
" " " "....."	150,000	6	April & Oct.	1888	107 1/2	" " " "....."		5	"	1870	98
" " " "....."	1,024,000	6	Jan. & July.	1871-75	102 1/2	" " " "....."		5	"	1870	98
" " " "....."	2,080,000	6	"	1876-78	102 1/2	" " " "....."		5	"	1870	98
" " " ".....War Loan....."	1,088,000	6	"	1883	98	" " " "....."		5	"	1870	98
Michigan—\$2,000,000 Loan Bonds.....coupon	250,000	7	Jan. & July.	1868	98	" " " "....."		5	"	1870	98
" " " "....."	1,760,000	6	"	1873-83	98	" " " "....."		5	"	1870	98
" " " ".....Canal Loan....."	100,000	6	"	1873	98	" " " "....."		5	"	1870	98
" " " ".....Renewal Loan....."	216,000	6	"	1878	98	" " " "....."		5	"	1870	98
" " " ".....War Loan Bonds....."	1,122,000	7	"	1886	98	" " " "....."		5	"	1870	98
" " " ".....Bounty Bonds....."	700,000	7	May & Nov.	1890	98	" " " "....."		5	"	1870	98
Minnesota—State Bonds.....coupon	250,000	8	Jan. & July.	1867	98	" " " "....."		5	"	1870	98
" " " ".....Railroad Bonds....."	2,275,000	6	"	1883	98	" " " "....."		5	"	1870	98
Missouri—State Bonds (railroad)....."	13,701,000	6	Jan. & July.	1871-89	79	" " " "....."		5	"	1870	98
" " " ".....(H. & St. R. R.)....."	3,000,000	6	"	1872-85	80	" " " "....."		5	"	1870	98
" " " ".....(Pac. R. R.)....."	7,000,000	6	"	1872-87	79 1/2	" " " "....."		5	"	1870	98
" " " ".....New Sinking Fund Bonds....."		7	"	1896	98	" " " "....."		5	"	1870	98
New Hampshire—State Bonds....."	535,000	6	Jan. & July.	1874	96	" " " "....."		5	"	1870	98
" " " ".....War Fund Bonds.....coupon	1,650,000	6	"	1883-85	96	" " " "....."		5	"	1870	98
" " " ".....Notes....."	2,806,000	8	var.	var.	96	" " " "....."		5	"	1870	98
New Jersey—State Stock.....inscribed	96,000	6	Jan. & July.	var.	96	" " " "....."		5	"	1870	98
" " " ".....War Loan.....coupon	731,000	7	"	1871-72	96	" " " "....."		5	"	1870	98
New York—State Bonds.....general fund	703,000	7	quarterly.	1870	96	" " " "....."		5	"	1870	98
" " " ".....bounty fund	25,566,000	7	Jan. & July.	1877	102 1/2	" " " "....."		5	"	1870	98
" " " ".....general fund	1,189,780	6	quarterly.	pleas.	98	" " " "....."		5	"	1870	98
" " " ".....canal fund	702,000	6	"	1866	98	" " " "....."		5	"	1870	98
" " " ".....general fund	500,000	6	"	1868	98	" " " "....."		5	"	1870	98
" " " ".....canal fund	3,060,000	6	"	1871	98	" " " "....."		5	"	1870	98

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864.....	160,000	179,041	154,575	181,034	214,679	314,521	332,098	406,076	448,044	396,847	381,810	357,556	.....
1865.....	289,400	327,269	399,870	343,408	460,422	551,174	595,523	738,527	677,625	719,911	731,270	699,762	.....
1866.....	504,991	408,864	388,480	394,633	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1861.....	81,531	75,621	78,261	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,068,464
1862.....	98,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,226,061	.....
1863.....	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	166,869	163,294	1,678,706
1864.....	100,901	164,418	195,803	162,723	178,786	206,090	224,257	312,165	364,554	320,879	307,603	262,015	2,770,484
1865.....	280,503	275,283	299,063	258,480	322,278	356,270	385,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866.....	210,171	207,913	304,885	270,889	333,432	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Rock Island:													
1861.....	83,830	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862.....	120,776	90,607	76,676	76,459	102,353	138,374	119,947	117,086	146,268	161,508	138,795	135,596	1,423,489
1863.....	140,024	130,225	122,512	126,798	144,995	170,937	139,142	180,306	210,729	216,630	196,435	201,134	1,956,267
1864.....	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,866	336,617	321,087	3,095,470
1865.....	305,554	246,381	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,078	201,779	3,813,514
1866.....	241,395	183,385	257,230	197,886	264,605	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863.....	.....	.....	.....	.....	.....	366,100	281,324	296,169	473,186	551,122	435,945	407,688	2,811,544
1864.....	273,876	317,839	390,355	421,303	466,830	565,145	480,710	519,306	689,005	729,759	716,378	663,400	6,114,666
1865.....	541,005	482,164	499,296	468,558	585,623	747,944	702,681	767,508	946,707	921,836	749,191	546,009	7,968,980
1866.....	523,500	405,634	523,744	518,736	735,082	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Great Eastern:													
1861.....	13,316	11,065	13,670	12,188	10,703	15,520	15,110	20,055	20,895	28,762	26,334	25,461	211,077
1862.....	24,343	24,344	22,773	19,467	22,411	22,518	21,401	31,693	31,757	36,578	33,981	37,440	328,666
1863.....	33,829	33,804	38,485	40,641	37,588	38,068	30,208	60,198	51,485	61,787	51,366	60,895	528,364
1864.....	47,393	56,665	67,822	61,812	59,182	58,178	53,518	88,458	87,037	97,876	94,543	78,111	660,496
1865.....	77,878	77,242	83,450	75,514	76,674	91,957	91,075	97,145	106,389	118,610	116,293	91,564	1,102,821
1866.....	90,415	79,430	111,102	107,072	108,973	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1861.....	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862.....	601,595	638,006	626,070	597,416	628,842	595,024	615,962	615,962	766,421	885,136	902,906	863,559	8,400,334
1863.....	845,695	839,949	956,445	948,059	848,783	770,148	832,343	687,092	816,801	985,294	1,024,649	1,036,321	10,469,481
1864.....	984,837	984,133	1,114,508	1,099,507	1,072,282	1,041,975	984,317	1,105,364	1,301,005	1,222,568	1,224,909	1,334,217	13,429,643
1865.....	1,001,007	947,146	1,256,536	1,458,455	1,133,461	1,177,372	1,202,180	1,331,946	1,336,615	1,488,689	1,522,472	1,429,765	15,434,775
1866.....	1,181,188	983,856	1,070,484	1,153,295	1,001,668	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1861.....	321,544	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	224,401	2,890,612
1862.....	190,130	236,637	181,094	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,563	359,463	3,445,827
1863.....	290,944	271,085	275,643	299,224	324,687	407,992	433,929	511,305	475,576	496,433	437,679	424,531	4,571,028
1864.....	327,900	416,588	459,762	422,797	406,372	510,100	423,578	640,179	799,236	661,391	657,141	605,492	6,329,447
1865.....	571,536	528,972	616,655	516,608	460,573	617,682	578,403	747,469	739,730	641,589	643,987	618,088	7,161,208
1866.....	582,823	512,628	616,822	406,773	507,830	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1861.....	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	81,329	55,257	48,544	512,218
1862.....	35,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	85,059	76,764	68,883	710,225
1863.....	77,010	74,409	89,901	83,995	78,697	91,809	90,972	93,078	93,546	96,908	96,453	96,453	1,068,166
1864.....	96,672	87,791	93,763	75,607	76,245	107,625	104,608	115,184	125,252	116,495	116,146	106,767	1,224,068
1865.....	90,071	84,318	82,910	82,722	95,664	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and Prairie du Chien:													
1861.....	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,920	1,163,407
1862.....	85,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863.....	67,180	76,132	44,925	85,177	106,967	111,260	71,587	69,353	155,417	205,065	135,342	112,913	1,247,258
1864.....	102,749	116,135	83,221	140,418	186,747	212,209	159,547	113,399	168,218	178,526	149,069	117,013	1,711,281
1865.....	95,154	74,283	70,740	106,689	146,943	224,838	217,160	170,556	228,020	310,595	220,840	110,664	1,965,712
1866.....	121,776	84,397	72,135	108,082	267,488	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1861.....	140,925	116,938	163,170	186,951	170,362	161,891	126,568	178,773	235,690	276,181	231,265	189,077	2,189,077
1862.....	163,152	153,728	157,600	183,120	200,826	181,983	180,915	228,819	276,109	325,818	305,234	279,539	2,647,893
1863.....	248,784	230,508	557,227	285,613	264,985	241,236	189,145	238,012	308,106	375,567	332,280	248,043	3,302,641
1864.....	250,600	304,454	338,454	330,651	267,126	315,258	279,891	368,862	402,219	407,107	445,934	411,806	4,120,158
1865.....	365,996	366,361	413,974	365,180	361,489	387,096	301,613	418,575	496,808	524,760	496,072	351,799	4,826,722
1866.....	512,846	277,234	412,393	409,427	426,493	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1861.....	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,846	307,333	242,089	200,134	2,124,314
1862.....	230,159	159,653	151,902	175,696	186,039	174,002	172,189	216,624	295,966	322,369	307,474	258,634	2,650,702
1863.....	242,073	245,858	236,432	238,495	206,221	193,328	193,328	215,449	308,168	375,458	339,794	306,186	3,168,066
1864.....	252,435	278,848	348,502	338,276	271,553	265,780	263,244	346,781	408,445	410,802	406,510	276,470	3,970,946
1865.....	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	460,661	490,694	447,070	328,869	4,504,549
1866.....	282,458	266,796	337,158	343,787	305,196	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1861.....	51,965	40,474	64,993	83,202	131,448	126,970	90,662	86,482	164,710	221,638	198,135	129,227	1,402,106
1862.....	98,151	86,528	95,905	103,269	203,018	237,562	251,906	241,370	300,841	395,579	346,717	171,125	2,535,931
1863.....	131,707	122,621	124,175	121,904	246,511	.....	.....	.....	.....	.....	.....	.....	.....
New York Central:													
1861.....	489,065	420,793	627,051	689,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,783
1862.....	749,163	710,914	770,223	770,223	770,223	610,417	749,571	762,841	892,744	1,018,575	968,228	1,002,768	9,693,244
1863.....	920,272	790,167	867,590	911,397	839,126	841,166	815,712	840,450	1,079,551	1,041,522	1,045,401	1,167,818	11,069,563
1864.....	921,831	936,587	1,059,024	1,105,664	1,029,736	1,086,793	1,068,931	1,275,117	1,450,076	1,227,113	1,187,505	1,116,829	13,857,709
1865.....	957,869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,102,024	1,496,763	1,624,434	.....	.....	.....	.....
Ohio and Mississippi:													
1861.....	210,329	260,466	309,261	269,443	224,957	223,242	268,176	302,596	332,400	278,008	346,243</		

AMERICAN RAILROAD BOND LIST.

* signifies that the road is in the hands of receivers, (†) that the company, default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest.		Due.	Price.	Description.	Amount.	Interest.	Interest.		Due.	Price.
			When payable.	Where payable.						When payable.	Where payable.		
Alabama and Florida:							Chicago and Milwaukee:						
Mortgage	\$300,000	7			1867		1st General Mort	2,000,000	7	Jan. & July.	New York.	1898	85
Convert. (guar. by Dir.)	150,000	7			1863		Chicago and Great Eastern:						
Alabama and Tenn. Rivers:							1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872		Chicago and Rock Island:						
2d Mortgage	226,705	8			1864		1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	100
Albany and Susquehanna:							Income bonds	51,000	8	May & Nov.	"	var.	
Mortgage	1,016,739	7	April & Oct.	Albany.	1883		Chicago and Northwestern:						
Allegheny Valley:							Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	87
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891		General 1st Mortgage	3,600,000	7	"	"	1885	86 1/2
Atlantic and Gt. Western:							Funded Coupon Bonds	758,000	7	May & Nov.	"	1883	95
1st Mortgage, N. Y. Division	1,014,000	7	April & Oct.	London.	1879	80	Consolidated Sinking Fund	948,000	7	F. M. A. & N.	"	1915	79
2d Mortgage	800,000	7	"	"	1881	75	Equipment Bonds	270,433	7	Jan. & July.	"	1874	
1st Mortgage, Penn.	2,500,000	7	"	"	1877	81	Appleton Extension Bonds	184,000	7	Feb. & Aug.	"	1885	90 1/2
2d Mortgage	1,000,000	7	"	"	1882	77	Green Bay Extension Bonds	300,000	7	"	"	1885	79
1st Mortgage, Franklin Branch	528,000	7			1882		Flagg Trust Bonds	245,000	8	Jan. & July.	"		
1st Mortgage, Ohio Division	4,000,000	7	April & Oct.	New York.	1876	85	Cincinnati, Hamilton and Dayton:						
2d Mortgage	4,000,000	7	Jan. & July.	"	1883	98	1st Mortgage	379,000	7	Jan. & July.	New York.	1867	110
1st Mortgage, Buffalo Ext'n'n.	2,000,000	7			1884		2d Mortgage	1,250,000	7	May & Nov.	"	1890	116
1st Mortgage, Silver Creek	300,000	7			1884		Cincinnati, and Zanesville:						
Consolidated Bonds	13,858,000	7		London.	1890		1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Atlantic and St. Lawrence:							Cleveland and Mahoning:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92	1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878	96	3d Mortgage	587,000	8	March & Sept.	"	1876 1/2	
City of Portland Loan (Coup.)	1,000,000	6	Various.	N. Y., P. & Bos.	'68-'70		Hubbard Branch	105,600	7				
Baltimore and Ohio:							Clev., Painesville and Ashtabula:						
Maryland Sterling B'ds of 1883.	3,000,000	6	Ja. Ap. Ju. Oc.	London.	1888		Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	121
Mortgage Coupon	2,391,500	6	April & Oct.	Baltimore.	1885	94	Dividend Mortgage	1,000,000	7			1880	
" " " 1880.	678,000	6	Jan. & July.	"	1880	93	Cleveland and Pittsburg:						
" " " 1885.	1,086,000	6	Jan. & July.	"	1875	95	2d Mort. (M. L.) or 1st Extension	1,123,000	7	March & Sept.	New York.	1873	90
" " " 1884.	960,084	6	Ja. Ap. Ju. Oc.	"	1867	98 1/2	3d Mort. (M. L.) or 2d Extension	1,619,500	7	"	"	1875	87
Balt. City Loan of 1885	5,000,000	6	Jan. & July.	"	1890	98	4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	"	1892	90
Bay de Noquet and Marquette:							River Line bonds	4,000	7			1887	
Income	100,000	8	April & Oct.	Boston.	1870		Dividend bonds	16,725					
Bellefontaine and Indiana:							Income bonds	3,500					
1st Mortgage convertible	363,000	7	Jan. & July.	New York.	1866	101 1/2	Clev., Columbus and Cin.:						
1st Mortgage extended	422,000	7	"	"	'70-'90		1st Mortgage, Coupon	491,500	7	Jan. & July.	New York.	'64-'90	
2d Mortgage	116,000	7	"	"	1870		Cleveland and Toledo:						
Income bonds	87,000				1870		Junction 1st Mortgage 1st Div.	229,000	7	April & Oct.	New York.	1867	
Belvidere Delaware:							Junction 1st Mortgage 2d Div.	159,000	7	June & Dec.	"	1872	
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	96	Tol., Nor. and Clev. 1st Mort.	3,000	7	Feb. & Aug.	"	1863	
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95	C. and T. Dividend (convert.)	12,235	7	April & Oct.	New York.	1865	
3d Mortgage (do.)	589,500	6	Feb. & Aug.	"	1877	101	C. and T. Income (convertible).	6,000	7	March & Sept.	"	1870	
Boston Concord and Montreal:							C. and T. (S. F.) Mortgage	2,205,000	7	Jan. & July.	"	1886	110
1st Mortgage	61,000	6	Feb. & Aug.	Boston.	1865		Columbus and Xenia:						
1st Mortgage	300,000	7	"	New York.	1865		Dividend	36,850		June & Dec.	New York.	1868	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870		Mortgage	248,000					
2d Mortgage Coupons	250,000	7	"	New York.	1870	90	Connecticut River:						
Sinking Fund	336,000	6	"	Boston.	1889	100	Mortgage	250,000	6	March & Sept.	Boston.	1878	91 1/2
Boston and Lowell:							Connecticut and Passump. Rivers:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	99 1/2	1st Mortgage	638,500	6	June & Dec.	Boston.	1878	90 1/2
"	200,000	6			1879	97 1/2	Cumberland Valley:						
Buffalo, New York and Erie:							1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	97	2d Mortgage	109,500	8	"	"	1904	
2d Mortgage coupon	426,714	7	May & Nov.	"	1872	103	Dayton and Michigan:						
Buffalo and State Line:							1st Mortgage	283,000	8	Jan. & July.	New York.	1867	114
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101	2d Mortgage	2,655,000	8	"	"	1881	103
Income in '90, in '72	200,000	7	Jan. & July.	"	var.		3d Mortgage	642,000					
Special Erie and North-East	149,000	7	"	"	'61-'70		Toledo depot bonds	162,500					
Burlington and Missouri:							Dayton and Western:						
New Land Mortgage	1,343,870	7	April & Oct.	New York.	1893		1st Mortgage	289,000	7	March & Sept.	New York.	1882	90
Cairo and Fulton (Mo.):							2d Mortgage	250,000	7	June & Dec.	"		
State (Mo.) Loan	650,000	6			'78-'79		Delaware:						
Camden and Amboy:							1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102 1/2
English debt (S. F.) £418,950	2,027,718	6	Semi-annual.	London.	1880		Guaranteed	100,000	6	"	"	1875	106
American Loan	63,000	6	"	New York.	1864		State Loan	170,000	6	"	"	1876	
Loan for \$500,000	229,700	6	"	"	1867	99	Delaware, Lackawanna and W'n:						
" " \$300,000	428,680	6	"	"	1870	89	1st Mortgage (Lack & Western)	900,000	8	April & Oct.	New York.	1871	104 1/2
" " \$675,900	675,000	6	"	"	1875	89	2d Mortgage (E. Extension)	1,499,000	7	"	"	1875	98
" " \$1,700,000	1,700,000	6	"	"	1883	50	1st Mortgage	2,516,500		March & Sept.	"	1881	102
" " \$2,500,000	867,000	6	"	"	1889	90	Des Moines Valley:						
Consolid. Mort. Loan \$5,000,000	4,269,400	6	"	"	1889	94	1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Camden and Atlantic:							Income	348,000	7	Jan. & July.	"	1884	80
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	85	Detroit and Milwaukee:						
Catawissa:							1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882		2d Mortgage	1,000,000	8	"	"	1886	
Cayuga and Susquehanna:							3d Mortgage (convertible)	750,000	10	"	"	1883	
1st Mortgage	300,000	7	Jan. & July.	New York.	1865		4th Mortgage (G. W. R. R.)	500,000	8	"	"		
Central of New Jersey:							Dubuque and Sioux City:						
1st Mortgage	909,000	7	Feb. & Aug.	New York.	1870	100 1/2	1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1883	
2d Mortgage	600,000	7	May & Nov.	"	1876	105	Construction bonds, 2d Div'n	66,000					
Central Ohio:							Eastern (Mass.):						
1st Mortgage W. Div.	450,000	7	May & Nov.	Zanesville.	1890	79	2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	95
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1885	94 1/2	3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	95
2d Mortgage	800,000	7	June & Dec.	New York.	1885	101	1st M. (State) \$75,000 a yr after 64	425,000	6	Ja. Ap. Ju. Oc.	"	'66-'71	
3d Mortgage (S. F.)	950,000	7	"	"	1886	85	Essex Railroad Bonds	214,400	6			1876	
4th Mortgage (S. F.)	1,365,800	7	"	"	1875	50	East Tennessee and Georgia:						
Income	1,192,390	7	Jan. & July.	"	'67-'60		State, 1st Mortgage	970,000					
Charleston and Savannah:							Endorsed by State of Tennessee	150,000					
1st Mortgage (endorsed)	510,000	6					Mortgage (ordinary)	790,888					
2d Mortgage	1,000,000	7					East Tennessee and Virginia:						
Cheshire:							State, 1st Lien	1,602,000					
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	92 1/2	Endorsed by State of Tenn.	200,000					
Chicago, Burlington & Quincy:							1st Mortgage (after State)	100,000					
Trust Mort. S. F., convertible	467,000	8	Jan. & July.	New York.	1883	112	Redeemable in Stock	66,959					
" " " " " " "	3,167,000	8	"	"	1885		Eaton and Hamilton:						
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	"	1890		1st Mortgage	757,734	†			var.	
2d Mortgage, inconvertible	941,000	4 1/2	July.	Frankfort, M.	1890		Erie and North-East:						
Chicago and Aurora 1st Mort.	95,000	7	Jan. & July.	New York.	1867		Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	"	1868		Evansville and Crawfordsville:						
" " " " " " "	6,000	8	March & Sept.	"	1876		Mortgage Bonds	1,090,000	7			1869	
Chicago and Alton:							Mortgage Bonds	150,000	7			1881	
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	97	Florida:						
1st Mortgage pref. S. F.	519,000	7	April & Oct.	"	1877	93	Internal Improvement (State)	1,655,000	7			1891	
Income Bonds	1,160,000	7	May & Nov.	"	1888	85 1/2	Free Land, 2d Mortgage	1,500,000	8			1891	

(*) signifies that the road is in the hands of receivers, (†) that the company is in default in its interest, "S. F.," Sinking Fund, "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest.			Due.	Price.	Description.	Amount.	Interest.	Interest.			Due.	Price.
			When payable.	Where payable.							When payable.	Where payable.			
Florida, Atlantic and Gulf Centr.								Memphis and Charleston							
Internal Improvement (State)	\$300,000	7			1891		State [Tenn.] Loan	\$1,100,000	6				1880		
Free Land, 2d Mortgage	200,000	8			1891		1st Mortgage	1,600,000	7						
Galena and Chicago Union:							Michigan Central:								
1st Mortgage Coupon	1,063,000	7	Feb. & Aug.	New York.	1882	98	1st Mortgage Sterling	\$467,489	6	Jan. & July.	London.	1872			
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	"	1875	95	1st Mortgage S't'g (convertible)	500,000	8	March & Sept.	"	1869			
Elgin and State Line	189,000	7	Jan. & July.	"	1879		1st Mortgage (convert.) Dollar	2,400,500	8	"	N.Y. & Boston	1869	106		
Mississippi River Bridge	200,000	7	Jan. & July.	"	1884		1st Mortgage (convert.) Dollar	257,000	8	April & Oct.	"	1882	108		
Great Western, Ill.:							1st Mortgage (S. F.) convertible	4,350,500	8	"	"	1882	108		
1st Mortgage Western Division	1,030,000	10	April & Oct.	New York.	1863	106	Mich. Southern and N'n Indiana:								
" Eastern	350,000	7	Feb. & Aug.	"	1865	102 1/2	Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861			
Hannibal and St. Joseph:							Erie and Kalamazoo	37,000	7	March & Sept.	"	1862			
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	72-78	78	Northern Indiana, Plain	1,000	7	Feb. & Aug.	"	1868			
Land Security	3,344,000	7	April & Oct.	"	1881	92	Goshen Air Line	651,000	7	"	"	1876	97		
Convertible Bonds	822,000	7	Jan. & July.	"	1883	97	Detroit and Toledo	784,000	7	"	"	1876	98		
Harrisburg and Lancaster:							1st General Mortgage (S. F.)	4,855,000	7	May & Nov.	"	1880	98		
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100	2d General Mortgage	2,253,500	7	"	"	1877	90		
Hartford and New Haven:							Milwaukee and St. Paul:								
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99	1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	1893	90		
Houston:							2d Mortgage	1,500,000	7	April & Oct.	"	1884	70		
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877		Real Estate Depot	2,400,000							
Houston and Texas Central:							Milwaukee and Prairie du Chien:								
State (1st Lien) Loan	210,000						1st Mortgage (coupon)	402,000	7	Jan. & July.	New York.	1891	100		
Mortgage	125,000	7			1886		Minnesota and Pacific								
Hudson River:							Real Estate	1,200,000	7	Jan. & July.		1892			
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	60-70	102 1/2	Mississippi Central:								
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	"	1885	106 1/2	1st Mortgage	1,007,363	7						
3d Mortgage	1,840,000	7	May & Nov.	"	1875	104	Mississippi Central and Tenn.:								
Convertible	1,002,000	7	"	"	1887	97	State (Tenn.) Loan	529,000	6						
Illinois Central:							Mississippi and Missouri:								
Optional Right Bonds	32,000	7	Jan. & July.	New York.	1868		1st Mortgage (convertible)	1,000,000	7		New York.				
Construction	6,837,000	7	April & Oct.	London.	1875		2d Mortgage (S. F.)	400,000	8		"				
Construction	2,896,500	6	"	New York.	1875	104	Oskaloosa Division	688,556	7	Jan. & July.	"	1875	18 1/2		
Redemption bonds	2,563,000	6	"	"	1880		1st Land Grant	3,612,000	7		"		56		
Indiana Central:							2d Land Grant	691,000			"				
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866		Income Bonds	513,300							
2d Mortgage	264,000	10				117	Mississippi and Tennessee:								
Income	20,500						Tennessee State Loan	98,000	6			1885			
Indianapolis and Cincinnati:							Mississippi State Loan	202,099	6		"				
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106	1st Mortgage	171,000	7			1876			
2d Mortgage	400,000	7	"	"	1862	100	Mobile and Ohio:								
Real Estate Mortgage	200,000	7	"	"	1858	88	City (Mobile) Tax Loan	400,000	6						
Ind. Pittsburg and Cleveland:							Tennessee State Loan	674,360	6						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870		Alabama State Loan	389,410	6						
2d Mortgage	347,000	7	"	"			Income	1,508,070	8	Jan. & July.	New York.	61-67			
Indianapolis and Madison:							Sterling	878,036	6			1883			
Mortgage	640,000	7	May & Nov.	New York.	1881	100	Mississippi State Loan	200,970	6						
Jeffersonville:							Montgomery and West Point:								
1st Mortgage	187,000	7	March & Sept.	New York.	1861	75	Alabama State Loan	122,622							
2d Mortgage	392,000	7	April & Oct.	"	1873	70	Mortgage (due 1860, '63 and '65)	350,000	6			var.			
Joliet and Chicago:							Mortgage	450,000	8			1866			
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883		Morris and Essex:								
Joliet and N. Indiana:							1st Mortgage (S. F.)	3,500,000	7	May & Nov.	New York.	1915	91		
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874		Muscogee:								
Kennebec and Portland:							1st Mortgage	249,000	7						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870		Nashville and Chattanooga:								
2d Mortgage	230,000	6	"	Augusta.	1861		Mortgage (State endorsed)	1,500,000							
Kentucky Centr. (Gov. and Lex.)							Chat. and Clev. Subsc. (endors.)	231,000							
1st Mortgage	100,000	6					*New Albany and Salem:								
2d Mortgage	280,000	7					1st Mortgage	2,235,000	6						
3d Mortgage (convertible)	1,000,000	7					N. Hav. N. Lond. and Ston'ton:								
Guaranteed by Covington	600,000	6					2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	93 1/2		
Cincinnati (exchanged)	100,000	6					Extension	116,000	6	May & Nov.	"	1878			
La Crosse, Viroqua & Mineral Pt.:							New Haven and Northampton:								
1st Mortgage	4,000,000	7	June & Dec.	New York.	1889		1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869			
Lehigh Valley:							1st Mortgage (H. & Hamp.)	103,000	6		"				
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	92	New Jersey:								
La Crosse and Milwaukee:							Company's (various)	805,000	7	Semi-annually.	New York.	var.	100		
Lockawanna and Bloomsburg:							New London Northern:								
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881		1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100		
Lexington and Frankfort:							Extension Bonds	72,500	6	March & Sept.	"	1885			
Mortgage, due 1869 and '74	79,000	8			Lexington.	69-74	N. Orleans, Jackson and Gt. North:								
Little Miami:							State [Miss.] Loan	255,000	5		"	63-78			
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100	1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886			
Long Island:							N. Orleans, Opelous, and Gt. West:								
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876		Louisiana State Loan	641,000	8						
Extension Bonds	500,000	6	"	"	1870	90	New Orleans City Subscription	1,500,000	8						
Long Dock Co.:							1st Mort (S. F.)	566,000	8			1889			
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	110	New York Central:								
Louisville and Frankfort:							Premium [S. F.] Bonds	6,690,120	6	May & Nov.	New York.	1883	92		
Louisville Loan	100,000	6	Jan. & July.	New York.	1881		Db'ts of former Cos. outstanding	100,000							
Louisville and Nashville:							Funding [S. F.] Bonds	1,998,000	7	Feb. & Aug.	"	1876	91		
State [Tenn.] 1st Lien	176,000	6	"	"	66-75		Exchanged S't'ks [S. F.] B'ds.	624,000	6	May & Nov.	"	1883	91		
1st Mortgage	80,500	6	Jan. & July.	New York.	78-92		" " " " " " " " " " " "	78,000	6	"	"	1883	87		
Lebanon Branch 1st Mortgage	1,765,000	7	Feb. & Aug.	"	1883		Real Estate [S. F.] Bonds	168,000	6	"	"	var.	86		
Memphis Branch 1st Mortgage	21,000	7	"	"	1888		Real Estate Bonds & Mortgages	122,738	7	var.	"	var.			
Maine Central:							" " " " " " " " " " " "	45,580	7	"	"	1883			
Loan \$1,100,000	1,092,900	6			70-75		Bonds of Aug. 1859, Convertible	2,399,000	7	Feb. & Aug.	"	1876	104		
Loan \$400,000	314,100	6			70-71		Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec.	"	1887	91		
McMinnville and Manchester:							New York and Erie:								
State [Tenn.]	372,000	6					1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	99		
Mortgage	24,000	7					2d Mortgage	4,000,000	7	March & Sept.	"	1879	102		
Marietta and Cincinnati:							3d Mortgage	6,000,000	7	"	"	1883	97		
1st Mortgage Bonds	1,691,238	7	Feb. & Aug.	New York.	1891	78 1/2	4th Mortgage	4,441,000	7	April & Oct.	"	1880	92		
1st Mortgage Sterling	1,000,000	7	"	"	1891		5th Mortgage	928,500	7	June & Dec.	"	1888	95		
Scioto & Hooking Val. R. mort.	300,000	7					Buffalo Branch	186,400	7	Jan. & July.	"	1891			
Memphis, Clarkesv. and Louisv.:							Sterling Bonds	3,816,682			London.	1876			
State [Tenn.] Loan	910,000	6					New York and Harlem:								
State [Tenn.] Loan	1,340,000	6					1st Mortgage	3,000,000	7	May & Nov.	New York.	1878	100		
							Consolidated	1,000,000	7	Feb. & Aug.	"	"	100		
							3d Mortgage	990,300	7	Jan. & July.	"	1867	94		
							New York and New Haven:								
							Mortgage Bonds Coupon	1,088,000	6	April & Oct.	New York.	1875			
							N. York, Providence and Boston:								
							1st Mortgage	247,000	6	Feb. & Aug.	New York.	75-78			

AMERICAN RAILROAD BOND LIST.

* signifies that the road is in the hands of receivers. (t) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description	Amount	Interest	Interest.		Due	Price	Description	Amount	Interest	Interest.		Due	Price
			When payable.	Where payable.						When payable.	Where payable.		
North Carolina:							Racine and Mississippi:						
Mortgage Loan	\$350,000	8	Mar. & Sept.		1867		1st Mortgage (Eastern Division)	\$680,000	8		New York.		
North-Eastern (S. C.):							1st Mortgage (West'n Division)	757,000	8		" "	1875	33
1st Mortgage	700,000						Raleigh and Gaston:						
2d Mortgage	224,500						Coupon	100,000					1862
Northern Central:							Richmond and Danville:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Jan. Ap. Ju. Oc.	Baltimore.	1866	86	State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	'87-'88	
Md. State Loan (Irredeemable)	1,500,000	6		"	"		Guaranteed by State	200,000	7	April & Oct.	Richmond.	1875	
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102	Mortgage (Coupon)	322,000	7	Feb. & Aug.	"	1875	
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871		Mortgage (Registered)	504,000				1873	
Y. and O. guar. by Balt. 3d Mort.	500,000	6		"	1877	91	Richmond, Fred. and Potomac:						
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1886	84 1/2	Sterling (\$287,000)	324,000	6			1860	
North Missouri:							Richmond and Petersburg:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	90 1/2	Coupon	150,000				1875	
North Pennsylvania:							Rutland and Burlington:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	90 1/2	1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	55
Chattel Mortgage	360,000	10	"	"	1887	113	2d Mortgage	937,500	7	"	"	1863	40
Northern (N. H.):							3d Mortgage	440,000	7	"	"	1863	1
Bonds due 1864 and 1874	151,400	6	April & Oct.	Boston.	1874	92	Sacramento Valley:						
Norwich and Worcester:							1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877		2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	
Bonds for Dividend Scrip	59,000	7		New York.	'64-'74		Sandusky, Dayton and Cincinnati:						
Steamboat Bonds	121,000	7	Feb. & Aug.	"	'63-'70		1st Mortgage	920,000	7	Feb. & Aug.		1900	67 1/2
Ohio and Mississippi:							2d Mortgage	77,000	7			1866	
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	87	3d Mortgage	201,500	7			1875	
1st Mortgage—Western "	850,000	7	"	"	1872		Six per cents	75,593	6			1878	
2d Mortgage—Western "	750,000	7	"	"	1874		Sandusky, Mansfield and Newark:						
Orange and Alexandria:							1st Mortgage	1,200,000	7	Jan. & July.	New York.	1866	30
1st Mortgage	400,000	6	May & Nov.	New York.	1866		Saratoga and Whitehall:						
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	"	1875		1st Mortgage	250,000	7	April & Oct.	New York.	1863	
2d Extension	600,000	8	May & Nov.	"	1873		1st Mortgage (R. and W. Br.)	100,000	7	March & Sept.	"	1866	
Ogdensburg & Lake Champlain:							Seaboard and Roanoke:						
1st Mortgage	1,494,000	7	April & Oct.	Boston.	1869		1st Mortgage	300,000	7			1880	
2d Mortgage (now stock)						42	3d Mortgage	75,000	7			1870	
Oswego and Syracuse:							South Carolina:						
1st Mortgage	225,000	7	Jan. & July.	Oswego.	'70-'80		State Loan	187,000	5			1868	
Pacific (Mo.):							Domestic Bonds	650,000	5			'69-'74	
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	78 1/2	Domestic Bonds, past due	234,000	5				
State Loan (S. W. Branch)	1,238,000	6	"	"	'87-'89		Sterling	2,000,000	5	Jan. & July.	London.	1866	
Construction Main Line	1,314,000	7	"	"	"		Southern Mississippi:						
S. W. Branch	3,232,000	7	"	"	"		1st Mortgage	500,000					
St. Louis County bonds	13,000	7	"	"	1885		South-Western (Ga.):						
Panama:							1st Mortgage	651,000				1875	
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	101 1/2	Steubenv. and Ind. (P. C. and C.):						
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875		1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872		St. Louis and Iron Mountain:						
Peninsula							State (Mo.) Aid	3,501,000	6		New York.		90
1st Mortgage	1,029,000	7	March & Sept.	New York.	1893	75	St. Louis City Subscription	500,000					
Pennsylvania:							St. Louis County Subscription	1,000,000					
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	100 1/2	Sunbury and Erie:						
2d Mortgage	2,921,000	6	April & Oct.	"	1875	96	1st Mort. (Sunbury to W'mps't)	1,000,000	7	April & Oct.	Philadelphia.	1877	96
2d Mortgage Sterling	2,283,840	6		London.	1875		Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'76-'78	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	105	Syracuse, Binghamton and N. Y.:						
Penobscot and Kennebec:							1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1870	
Bangor City 1st Mort. (Coupon)	681,000	6	April & Oct.	Boston.	'74-'76		St. Louis, Alton & Terre Haute:						
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876		1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	90
Peoria and Oquawka:							" (series B)	1,100,000	7	April & Oct.	"	1894	
1st Mort. (W. Ext.) convertible.	500,000	8	May & Nov.	New York.	1862		2d " prof. (series C)	1,400,000	7	Feb. & Aug.	"	1894	81
1st Mort. (E. Ext.) convertible.	500,000	8	June & Dec.	"	1873		" (series D)	1,400,000	7	May & Nov.	"	1894	
Petersburg and Lynchburg (S. Side):							" Income (series E)	1,700,000	7		"	1894	75
State (Va.) Loan (S. F.)	800,000	7					Toledo, Peoria & Waraw:						
1st Mortgage (1869-'70-'75)	365,000	6				var.	1st Mortgage	1,600,000	7	June & Dec.	New York.	1894	
3d Mortgage (1862-'70-'72)	378,000	6				var.	Terre Haute and Richmond:						
Special Mortgage (1865-'68)	175,000	6				var.	1st Mortgage (convertible)	60,000	7	March & Sept.	New York.	1866	
Least Mortgage (1861 to 1869)	132,500	8				var.	Toledo and Wabash:						
Phila., German'n and Norristown:							1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	90
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105	1st M. (L. E. Wab. and St. Louis)	2,500,000	7	"	"	1865	
Convertible Loan	292,500	6	"	"	1885	110	2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	"	1878	74
Philadelphia and Reading:							2d M. (Wabash and Western)	1,500,000	7	"	"	1878	
Bonds of 1866 (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867		Sinking Fund Bonds	152,255	7			86	
" 1836	182,400	5	"	"	1880		Equipment bonds	600,000	7			64 1/2	
" 1849	2,695,600	6	April & Oct.	"	1870	93 1/2	Vermont Central:						
" 1861	106,000	6	Jan. & July.	"	1871	96	1st Mortgage Coupon	3,000,000	7	May & Nov.	Boston.	1861	100 1/2
" 1843	1,825,800	6	"	"	1880	90	2d Mortgage Coupon	1,000,000	7	Jan. & July.	"	1867	54
" 1844	804,000	6	"	"	1880	90	Vermont and Massachusetts:						
" 1845	101,000	6	"	"	1880	90	Mortgage Bonds	550,000	7	Jan. & July.	Boston.	1863	93
" 1849	67,000	6	"	"	1880	90	Virginia Central:						
" 1867, (convertible)	415,500	6	"	"	1880	10 1/2	Mort., guaranteed by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
" 1869	60,000	7	"	"	1880		Mortgage (coupons)	198,000	5	"	Richmond &	1872	
Bonds and mort. on Real Estate	536,362						Mortgage (coupons)	926,000	6	"	New York.	1894	
Phila., Wilmington and Baltimore:							Virginia and Tennessee:						
Mortgage Loan	496,000	6	Jan. & July.	Philadelphia.	1884	116	State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
Pittsburg and Connellsville.							1st Mortgage	500,000	6	"	New York.	1872	
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74 1/2	2d or Enlarged Mortgage	1,000,000	6	"	"	1884	
Pittsburg, Ft. Wayne and Chicago:							Salt Works Br. Mort. due '58-'61	203,000	6	"	Lynchburg.	var.	
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	101 1/2	Warren (N. J.):						
" (series B)	875,000	7	Feb. & Aug.	"	1912		1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	
" (series C)	875,000	7	Mar. & Sept.	"	1912		Warwick Valley, N. Y.:						
" (series D)	875,000	7	April & Oct.	"	1912		1st Mortgage	60,000	7	April & Oct.	New York.	1890	87 1/2
" (series E)	875,000	7	May & Nov.	"	1912		2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
" (series F)	875,000	7	Jan. & Dec.	"	1912		Watertown and Rome:						
2d " (series G)	800,000	7	Feb. & Aug.	"	1912	94	Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107 1/2
" (series H)	800,000	7	Mar. & Sept.	"	1912		Western (Mass.):						
" (series I)	800,000	7	April & Oct.	"	1912		Sterling (\$899,000)	4,319,520	5	April & Oct.	London.	'68-'71	
" (series K)	800,000	7	May & Nov.	"	1912		Dollar Bonds	950,000	6	"	Boston.	1875	96 1/2
" (series L)	800,000	7	June & Dec.	"	1912		Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'78	98
3d " (series M)	800,000	7	April	"	1912	84	Elmira and Williamsport:						
Ridge Bonds	163,500	7	May & Nov.	Philadelphia.	1876		1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	94 1/2
Pittsburg and Steubenville:							Wilmington and Manchester:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865		1st Mortgage	596,000	7	May & Nov.	New York.	1866	
Potomac and Watertown:							2d Mortgage	200,000	7	"	"	1872	
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74		Wilmington and Weldon:						
Caney and Chicago							Mortgage, payable in England	443,555	6	Jan. & July.	London.	1862	
1st Mortgage	1,300,000				1873		Sterling, issued in 1863	144,500	6			1868	
							Company's endorsed by State.	180,000	6			1873	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.					
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.			Liabilities.				Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings.		Price of			
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling Stock.	Other Assets.	Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Gross.				Net.	Dividends.				
	M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	p. c.				
ALABAMA.																								
30 Jun. '90	65.0			50.6				Alabama and Florida	1,451,336	*		877,953	503,500	105,255	1,515,704	54.0		101,102	37,806					
28 Feb. '90	30.3			58.1	2	2	19	Alabama and Mississippi	461,505	30,991		335,010	109,500	21,632	518,965	30.3		55,791	31,852					
31 May '90	109.6			57.8	11	9	102	Ala. and Tennessee Rivers	2,261,927	184,906		1,067,006	777,777	240,485	2,476,023	109.6		207,626	111,232					
30 Jun. '90	57.0			171.3				Mobile and Girard	1,500,000							57.0	236,791	76,773	21,006					
1 May, '91	469.3	13.5		49.4	40	28	502	Mobile and Ohio	12,000,000									1,402,868	696,370					
29 Feb. '90	38.5	28.4			23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9		505,156	200,269	6				
ARKANSAS.																								
1 Nov. '55	38.5			107.5				Memphis and Little Rock	553,877	*		251,524	446,000	10,725	811,949									
CALIFORNIA.																								
30 Dec. '60	22.5							Sacramento Valley	1,493,850	*		793,850	700,000		1,493,850	22.5		230,251	104,504					
CONNECTICUT.																								
31 July '64	23.8		1.9		4	5	47	Danbury and Norwalk	346,299	66,483		317,000	95,000	731		23.8	53,325	89,470	46,029	7				
31 Jan. '65	122.4		17.0	75.1	16	20	287	Hartford, Provid. and Fishkill	3,902,856	302,511		2,037,940	1,836,740			122.4	317,844	517,808	134,509					
31 Aug. '65	61.6	13.6	66.2		22	37	321	Hartford and New Haven	3,244,319	254,000	1,156,014	3,000,000	927,000	97,022	4,654,338	75.2		451,238	1,459,711	413,528	12	170		
31 Dec. '65	74.0		8.9		10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	272,500	150,848	2,787,594	124.0		192,989	478,095	66,463				
31 Dec. '64	57.0		1.3		8	11	184	Naugatuck	1,464,127	*		1,100,000	300,000	29,149		62.0	145,655	360,167	140,391	16				
28 Feb. '65	50.0		2.6		8	10	30	N. Haven, N. London and Ston.	1,454,040			738,538	766,000			62.0	161,182	274,887	—					
30 Nov. '64	84.8	8.9	9.3		3	2		New Haven and Northampton	2,336,485	41,560		1,010,000	650,000			49,663	197,387	85,946	24					
31 Dec. '65	66.0	20.0	5.9	14.0	8	12	84	New London Northern	861,135		10,007	700,000	132,814	18,740	871,742	86.0		306,766	53,204	8	85			
31 Mar. '66	61.3	1.0	63.8		34	77	412	New York and New Haven	4,656,302	970,220	856,466	5,000,000	2,000,000	140,785	8,081,181	117.4		652,755	1,982,213	549,834	9	110		
30 Nov. '65	59.4	7.0	8.2		18	17	392	Norwich and Worcester	2,463,933	149,711	495,986	2,363,000	580,000	9,261	2,962,861	66.4		329,984	714,068	268,396	9	101		
DELAWARE.																								
31 Oct. '60	84.3		10.7					Delaware	1,552,257			406,132	870,000	271,877	1,607,684	84.3		139,970	41,466					
31 Oct. '62	16.2							Newcastle and Frenchtown	704,860		18,635	744,520		5,024	749,544	5.0		27,238	10,290	9				
FLORIDA.																								
30 Apr. '62	154.2			150				Florida	532,791	30,586		191,485	195,000	75,894	619,112	32.0		7,867	3,535					
30 Apr. '62	32.0		3.0	13.0	3	1	6	Florida and Alabama																
30 Apr. '62	59.9		5.0					Flo., Atlantic and Gulf Central																
30 Apr. '62	100.0	3.9	10.0	153.6				Pensacola and Georgia								29.4								
GEORGIA.																								
30 Jun. '60	56.7				16	7	124	Atlanta and West Point	1,192,389	*		1,250,000	126,000		1,597,385	86.7		418,036	265,827	8	125			
30 Jun. '60	92.6		8.7	70.9				Atlanta and Gulf—M. Trunk				733,700	129,500			30.0		168,988	95,612					
31 Dec. '60	53.0							Augusta and Savannah	1,032,200	*		436,800				31.0								
30 Apr. '60	43.5							Brunswick and Florida	755,000	*		4,396,800				81.0								
30 Nov. '60	191.0				53	62	697	Central of Georgia (and Bank)	4,366,800	*		4,156,000	312,500		6,590,173	229.0	879,468	1,715,025	764,574	10				
31 Mar. '60	171.0	61.0			19	16	171	Georgia (and Bank)	4,156,000	1,008,650		4,156,000			12,295	1,658,976	102.5	226,241	404,618	212,676	19	72		
30 Nov. '60	102.5				19	16	171	Macon and Western	1,500,000			669,950	249,000		1,028,888	50.0		202,714	110,516	8				
31 July '60	60.0				8	2	107	Muscogee	774,244	162,534		1,275,901	10,200		180,621	1,478,140	71.6							
1 May, '60	68.1				18	22	201	Savannah, Albany and Gulf	1,396,634	52,374		1,375,901			19,913	3,822,913	228.8		398,853	12				
31 July '60	106.1	100.8	16.2		19	22	201	South Western	3,770,425	*		2,921,900	896,500			—								
30 Sep. '59	135.0				52	24	705	Western and Atlantic	5,901,497			—	—	—	—	138.0		832,343	454,541					
ILLINOIS.																								
31 Dec. '65	250.0				66	32	1,098	Chicago and Alton	8,308,919	*	1,699,305	4,208,600	4,019,000	489,226	10,008,224	250.0	1,450,280	3,540,092	1,832,517	84	964			
30 Apr. '65	317.0	83.0	47.0		105	45	1,995	Chic., Burlington and Quincy	12,537,020	2,518,232	1,306,347	8,730,510	5,924,969	528,259	16,464,265	400.0	1,963,105	5,728,910	2,752,273	20	117			
31 May, '65	240.0	688.0			154	94	3,145	Chicago and Northwestern	37,323,791	*	2,356,660	26,155,641	12,020,483	826,398	39,680,452	930.0		6,820,750	1,802,272					
31 Mar. '65	181.8				65	71	1,305	Chicago and Rock Island	8,050,132	*	2,265,632	6,500,000	1,445,000		10,316,764	223.4	1,234,851	3,154,236	1,442,781	10	93			
31 May, '65	174.5	5.3	14.3		21	22	504	Great Western	4,039,561	*		1,645,561	2,380,000		4,214,342	180.0		742,097	377,476					
31 Dec. '65	454.8	252.5			148	78	3,397	Illinois Central	30,529,844			23,374,406	13,231,500		40,668,000	708.3	3,507,466	7,181,208	2,174,924	10	1204			
31 Dec. '65	118.0				112	15	6	Toledo, Peoria & Warsaw	4,363,624	525,000	92,307	3,104,654	1,600,000	114,962	4,970,931	111.0	224,563	680,333	250,186					
31 Dec. '64	195.0	14	12.2		42	28	965	St. Louis, Alton & Terre Haute	10,700,000			4,000,000	6,700,000		10,700,000	200.0		2,084,074	503,767	34				
INDIANA.																								
31 Aug. '65	132.0				41	23	765	Chicago and Great Eastern				4,390,000	5,000,000			224.0								
31 Dec. '65	132.0				14	10	187	Evansville and Crawfordsville	2,312,344	288,255	126,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720					
31 Dec. '65	72.4				19	17	261	Indiana Central	1,067,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0		442,893	158,541					
31 Dec. '65	89.8	20.2			32	19	513	Indianapolis and Cincinnati	2,497,952	540,043	26,689	1,689,900	1,362,284	140,689	3,458,108	110.0		448,858	220,834	9	70			
31 Dec. '64	84.0				15	—	—	Ind., Pittsburg and Cleveland	2,735,566	*	240,522	1,372,000	997,000	106,879	2,975,878	84.0		771,763	307,832					
1 Dec. '64	73.0				16	14	201	Jeffersonville	1,649,518	*	275,534	1,015,907	621,000		2,175,223	108.0	312,869	527,863	298,156					
31 Mar. '64	86.0	46.0	3.0		17	10	263	Indianapolis and Madison	1,464,847	*		1,538,763	640,000		1,538,763	132.0		315,172	117,941	6	100			
30 Nov. '65	238.0				26	23	564	Louisv., N. Albany & Chicago	6,000,000	*		2,800,000	3,000,000	2,000,000	6,000,000	238.0		645,827	371,400	36				
30 Nov. '65	73.0				26	23	564	Terre Haute and Indianapolis	1,988,150	*	967,275	1,928,150	60,000	218,000	2,956,428	73.0	411,278	1,248,720	598,071	12	1694			
IOWA.																								
30 Apr. '65	75.5		178.5					Burlington and Missouri River	2,603,589	173,737	152,406	1,497,947	1,348,870	37,964	2,929,782	75.5	112,434	431,606	155,347					
31 Dec. '64	100.0		220.0		11	7	187	Dubuque and Sioux City	4,873,123	65,981		4,649,396	960,000	27,364	4,891,349	100.0	200,813	412,156	162,268					
1 Jun. '65	38.5		101.3		4	4	64	Keokuk, Ft. Des Moines & Minn.	1,037,716	82,499		921,449	570,000		38.5	11 mo's	458,821	21,366						
30 Jun. '65	135.0	95.0	312.0					Mississippi and Missouri	10,715,562			3,452,800	7,145,252	118,000	10,715,562	203.0								
KENTUCKY.																								
31 Oct. '60	80.0							Covington and Lexington	3,743,971	278,024		1,582,169	2,980,000	337,582	4,375,993	111.8		428,408	227,534	7				
30 Jun. '65	29.0		3.1					Lexington and Frankfort	605,298	52,300		514,573	79,000		736,513	29.0		188,4						

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.			
	Main Line.	Lateral and Branch Lines.	2nd Track and Siding.	Road in progress or projected.	Cars.		Engines.		Property and Assets.			Liabilities.				Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.		Dividends.	Price of shares.
					Passenger.	Freight, etc.			Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Share Capital paid in.	Bonds and Mortgage Debt.	Other Liabilities.	Gross.				Net.			
																				No.		
M.	M.	M.	M.	No.	No.	No.									M.	M.	\$	\$	p. c.			
MAINE.																						
30 Nov. '62	55.0	—	—	—	6	4	74	Androscoggin	1,050,000	*	—	151,883	444,638	205,584	757,381	36.5	76,344	79,761	43,461	—	—	
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,206	867,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by Gd. Trk.	172,113	91,487	—	—	
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,284	—	—	1,287,779	—	271,143	2,999,998	109.5	189,963	172,113	91,487	—	—	
31 May, '61	69.7	—	—	—	15	15	233	Maine Central	4,212,201	—	57,091	1,447,060	2,733,800	120,597	4,301,457	109.2	171,568	489,592	219,302	—	—	
31 May, '61	61.3	—	—	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	—	100,000	1,500,000	—	—	1,600,000	51.3	161,056	450,222	236,767	6	98 1/2	
May, '59	37.0	—	—	—	—	—	—	Somerset and Kennebec	783,763	—	—	169,200	556,600	—	—	37.0	56,403	28,404	—	—	—	
MARYLAND.																						
30 Sep. '63	279.0	7.2	—	—	225	100	3,000	Baltimore and Ohio	21,323,338	3,621,755	11,866,933	16,151,962	10,112,584	897,839	36,511,376	296.8	2,938,010	6,509,945	4,544,097	3	108 1/2	
30 Sep. '63	30.0	—	—	—	7	33	167	Washington Branch	1,650,000	—	—	1,650,000	—	—	2,377,841	39.0	703,123	429,890	4	127 1/2		
31 Dec. '66	133.0	4.0	25.0	—	60	55	3,496	Northern Central	9,247,136	1,104,744	1,692,961	4,518,900	5,211,244	1,639,780	12,044,841	261.0	1,642,015	3,316,510	1,328,793	8	46 1/2	
MASSACHUSETTS.																						
30 Nov. '64	23.7	1.3	16.8	—	24	38	534	Boston, Hartford & Erie	9,971,981	249,743	—	8,500,000	8,806,000	169,363	12,475,363	70.9	413,213	752,605	172,232	6	20	
30 Nov. '64	23.7	1.3	16.8	—	24	38	534	Boston and Lowell	2,446,495	192,638	351,467	1,830,000	—	47,118	3,020,600	70.9	413,213	752,605	172,232	6	20	
30 Nov. '64	74.3	8.8	61.1	—	36	78	720	Boston and Maine	3,884,161	476,975	—	4,076,974	—	—	4,911,728	164.3	737,505	1,272,000	443,332	8	125 1/2	
30 Nov. '64	47.0	7.0	32.5	—	28	39	869	Boston and Providence	3,392,600	207,400	—	3,600,000	—	21,500	4,218,927	61.8	450,096	1,221,104	366,333	10	139	
30 Nov. '64	44.6	24.0	60.8	—	32	69	309	Boston and Worcester	4,062,584	437,416	1,413,789	4,500,000	—	765,740	6,913,789	83.6	669,234	1,697,164	537,067	10	140	
30 Nov. '64	46.0	1.1	2.7	—	7	15	41	Cape Cod Branch (par 60)	907,760	123,866	—	681,666	102,900	—	1,103,581	47.1	82,108	161,203	78,265	6 1/2	66 1/2	
30 Nov. '64	50.0	2.4	9.6	—	12	23	158	Connecticut River	1,813,980	—	303,239	1,691,100	250,000	104,138	2,117,219	52.4	221,748	633,109	176,404	6	106 1/2	
30 Nov. '64	44.1	30.5	27.5	—	32	60	644	Eastern	4,482,999	392,965	762,874	3,155,000	1,798,600	414,298	5,568,837	89.0	622,202	1,277,075	490,768	6	105 1/2	
30 Nov. '64	61.0	42.5	75.9	—	27	29	604	Fitchburg	3,189,851	350,149	410,961	3,540,000	—	6,507	3,950,961	93.4	457,264	983,694	314,255	8	111 1/2	
30 Nov. '64	13.9	—	2.7	—	4	8	41	Fitchburg and Worcester	382,883	40,226	26,200	206,127	8,800	397	—	13.9	37,947	61,655	21,297	6	—	
30 Nov. '64	14.5	—	2.3	—	—	—	—	Lowell and Lawrence	382,883	30,276	—	200,000	75,000	3,374	386,912	—	—	—	—	—	—	
30 Nov. '64	14.5	—	17.2	—	10	17	240	Nashua and Lowell	490,527	92,870	101,968	900,000	—	91,748	814,991	71.0	185,647	300,994	51,227	7	120 1/2	
30 Nov. '64	20.1	1.5	1.2	—	4	17	66	New Bedford and Taunton	460,527	46,018	14,000	500,000	219,500	—	719,500	36.7	54,272	220,820	45,527	7	120 1/2	
30 Nov. '64	33.0	—	0.7	—	5	6	25	N. York and Boston Air Line	1,314,817	82,880	—	788,047	1,072,900	187,590	2,048,537	36.7	94,748	83,492	—	—	—	
30 Nov. '64	98.5	8.8	27.5	—	26	66	458	Old Colony and Fall River	3,923,876	334,503	—	3,609,000	452,000	451,350	4,512,950	107.3	510,010	904,030	469,932	8	108 1/2	
30 Nov. '64	18.9	—	0.7	—	1	2	1	Pittsfield and North Adams	432,431	11,247	—	450,000	—	—	—	18.9	36,812	83,128	34,105	6	105 1/2	
30 Nov. '64	48.4	1.0	14.9	—	14	14	452	Providence and Worcester	1,401,056	209,053	166,507	1,700,000	—	76,616	1,776,616	44.4	238,512	543,995	140,129	8	124 1/2	
30 Nov. '64	16.9	—	1.7	—	3	4	197	Salem and Lowell	382,470	81,543	—	243,305	226,900	727	470,931	—	—	—	—	—	—	
30 Nov. '64	6.1	—	—	—	—	—	—	Troy and Greenfield	923,942	—	—	923,942	—	—	—	—	—	—	—	—	—	
30 Nov. '64	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,240,079	225,650	169,938	2,860,000	558,955	3,636,667	77.3	151,327	390,086	122,397	2	49		
30 Nov. '64	150.1	17.3	126.6	—	78	45	1,390	Western (incl. Alb. & W.S. etc.)	10,176,141	1,095,713	5,076,949	5,627,700	6,269,620	453,041	16,348,806	218.0	1,358,514	3,431,584	1,226,658	10	141 1/2	
30 Nov. '64	45.7	—	9.8	—	10	12	143	Worcester & Nashua (par 53 1/2)	1,164,398	—	224,309	1,141,000	35,500	62,759	1,388,706	45.7	194,712	431,606	183,750	7 1/2	107 1/2	
NEW HAMPSHIRE.																						
31 Mar. '66	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	—	349,233	1,800,000	1,050,000	81,216	3,199,233	93.5	—	422,829	184,871	—	—	
30 Nov. '64	53.6	—	8.0	—	15	16	246	Cheshire	2,703,488	—	—	2,085,925	679,560	—	2,765,425	53.6	382,852	539,743	156,596	6	105 1/2	
31 Mar. '64	34.5	—	—	—	21	22	494	Concord (par 50)	1,600,000	—	—	1,000,000	—	—	1,600,000	61.3	—	82,955	136,049	8	61	
31 Mar. '64	29.3	—	—	—	2	—	—	Manchester and Lawrence	1,065,845	—	—	595,585	—	20,904	operated by Concord R. R.	52.7	—	—	—	—	—	
31 Mar. '64	29.3	—	—	—	2	—	—	Merrimack and Conn. Rivers	698,269	—	—	595,585	—	—	698,269	52.7	—	—	—	—	—	
31 Mar. '64	69.2	12.0	12.5	—	22	12	458	Northern New Hampshire	3,088,400	—	740,296	3,068,400	151,400	254,341	3,508,696	62.0	387,789	615,728	216,973	9	85	
30 Apr. '64	24.7	—	2.2	—	—	—	—	Sullivan	1,480,730	—	—	500,000	760,000	—	—	24.7	oper. by Vermont Central.	—	—	—	—	
NEW JERSEY.																						
31 Dec. '64	64.2	11.0	8.1	—	—	—	—	Belvidere Delaware	3,386,255	—	—	997,112	2,193,000	252,584	3,442,697	75.2	—	501,836	146,101	—	—	
31 Dec. '64	63.9	32.3	—	—	—	—	—	Camden and Amboy	8,502,296	—	4,304,131	6,472,406	10,264,463	—	—	124.2	—	6,799,980	1,140,788	35	129 1/2	
31 Dec. '64	60.2	—	—	—	—	—	—	Camden and Atlantic	1,891,414	—	—	1,062,245	1,036,276	123,930	2,921,449	60.2	—	231,466	71,106	—	—	
31 Dec. '64	74.0	12	74.0	—	65	52	1,071	Central of New Jersey	11,849,791	1,283,773	528,117	10,685,949	1,509,000	838,636	15,561,735	86.0	1,187,978	3,036,390	1,287,959	10	117	
31 Dec. '64	65.0	—	—	—	24	43	274	Morris and Essex	4,057,276	—	—	1,164,560	31,200	4,536,916	63.0	270,000	570,764	171,758	7	88		
31 Dec. '64	33.8	—	—	—	—	—	—	New Jersey	3,903,171	788,164	1,793,064	5,000,000	806,000	—	6,494,299	33.8	64,492	1,975,981	808,323	10	123	
31 Dec. '64	21.8	—	—	—	2	6	17	Northern New Jersey	452,116	—	—	158,800	290,000	45,072	463,872	21.8	99,787	146,936	29,200	—	—	
31 Dec. '64	—	—	—	—	—	—	—	Raritan and Delaware Bay	2,596,481	—	—	2,360,700	1,534,000	544,426	4,440,026	—	—	—	—	—	—	
31 Dec. '64	18.2	—	—	—	—	—	—	Warren	2,008,300	—	—	1,408,300	600,000	—	—	18.2	—	290,022	130,510	4	44 1/2	
31 Dec. '64	88.5	—	—	—	—	—	—	West Jersey	1,461,249	—	—	588,400	700,000	—	1,288,400	—	—	207,662	91,544	—	—	
NEW YORK.																						
30 Sep. '65	82.0	—	4.5	55.0	9	12	153	Albany & Esquehanna	3,153,056	198,809	—	1,604,145	1,106,739	173,722	2,794,607	82.0	65,472	175,729	88,064	—	—	
30 Sep. '64	142.0	—	13.0	—	28	41	309	Buffalo, New York and Erie	3,399,088	—	—	850,000	2,395,000	1,070	3,869,088	160.3	640,814	1,030,232	loss	—	—	
30 Sep. '64	83.3	—	18.5	—	35	35	635	Buffalo and State Line	2,267,833	516,576	189,000	2,200,000	1,200,000	—	3,680,000	83.3	645,234	1,945,466	769,028	10	135	
31 Dec. '65	460.0	97.0	383.0	—	339	132	5,335	Erie	47,6													

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies a Running dot (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.				
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.			Liabilities.				Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.	Net.	Dividends.	Price of shares.	
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.									
M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	P. c.			
PENNSYLVANIA.																							
31 Jan. '66	44.0	—	—	136.0	13	11	113	Allegheny Valley	2,350,728	232,046	293,573	1,948,400	614,000	513,542	2,876,342	44.0	184,201	356,277	123,892	—	—		
31 Dec. '65	387.0	103.0	—	117.0	139	96	3,059	Atlantic and Great Western	46,606,475	—	—	13,441,150	30,000,000	1,796,588	48,060,780	490.0	2,647,709	5,811,233	2,126,200	—	—		
31 Oct. '65	65.0	2.5	4.0	—	21	9	413	Catawissa	3,634,000	—	—	3,350,000	279,000	—	3,629,000	69.5	240,418	370,223	149,887	—	—		
30 Sep. '65	74.0	—	5.4	—	13	12	106	Cumberland Valley	1,582,937	—	519,459	1,316,900	470,500	51,467	2,102,399	74.0	180,698	461,711	140,779	8	83		
31 Oct. '65	113.0	4.0	59.0	—	65	17	3,070	Del., Lackawanna and West'n	7,583,766	2,668,113	—	10,247,050	3,491,500	742,586	14,481,135	204.5	1,437,353	1,733,320	38,671	15	144		
31 Oct. '65	36.0	1.7	7.7	—	9	6	88	East Pennsylvania	1,273,765	161,689	—	604,400	698,400	44,888	1,247,688	37.7	161,484	380,743	201,072	—	—		
31 Dec. '65	78.0	—	10.0	—	18	—	—	Elmira and Williamsport	2,620,000	—	—	1,000,000	1,620,000	Leased	to North. Cen.	302,872	680,978	108,880	5	30			
31 Oct. '65	18.5	—	8.0	—	—	—	—	Erle and Northeast	700,000	—	—	600,000	400,000	—	1,000,000	18.5	149,538	464,480	138,683	10	—		
31 Oct. '65	81.0	2.0	4.3	—	13	11	349	Erle and Pittsburgh	1,696,921	477,016	—	664,300	1,250,000	300,000	2,214,300	83.0	176,032	490,220	199,200	—	—		
31 Oct. '65	38.0	18.0	17.7	—	—	—	—	Harrisburg and Lancaster	1,882,550	—	—	1,182,550	700,000	—	1,882,550	64.0	oper. by Penn. R.R. Co.	—	7	66			
31 Oct. '65	32.0	—	1.3	44.0	4	2	14	Hempfield	1,616,459	41,341	—	1,809,565	500,000	109,000	2,409,565	32.0	30,875	53,829	1,196	—	—		
31 Oct. '65	44.0	14.5	11.7	6.0	16	2	133	Huntingdon and Broad Top	2,089,328	—	—	685,130	1,436,082	389,818	2,510,530	58.5	173,778	352,213	75,702	—	—		
31 Oct. '65	70.0	2.0	34.6	—	20	6	1,278	Lackawanna and Bloomsburg	3,735,613	40,714	—	1,835,000	2,276,725	121,409	3,733,134	82.0	173,037	638,015	60,201	—	—		
31 Oct. '65	80.0	17.5	64.0	—	62	12	2,373	Lehigh Valley	7,801,068	2,037,526	—	6,632,250	1,477,000	—	8,109,250	87.5	647,080	3,049,860	1,551,630	10	62		
31 Oct. '65	28.3	5.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	—	—	2,646,100	905,000	73,555	3,624,655	oper. by Reading R.R.	—	—	—	3	38		
31 Oct. '65	130.5	—	63.3	—	31	—	—	Mine Hill and Schuylk. Haven	3,708,200	—	—	3,708,200	—	—	3,708,200	—	—	—	8	56			
31 Oct. '65	55.6	14.2	13.9	—	23	22	686	North Pennsylvania	5,671,164	665,004	193,031	3,150,150	3,105,785	218,886	6,529,199	69.8	318,861	875,004	412,353	—	—		
31 Dec. '65	354.8	33.2	450.5	—	290	173	4,926	Pennsylvania	28,434,310	3,375,024	14,041,463	20,000,000	16,750,124	3,651,447	45,850,796	821.0	5,846,778	17,459,169	4,189,111	10	54		
31 Oct. '65	17.0	3.0	22.0	—	18	42	119	Phila., Germantown & Norristown	1,139,079	268,459	—	1,476,300	188,000	—	1,659,300	24.0	311,691	656,739	336,376	8	85		
31 Oct. '65	287.6	—	55.0	—	—	—	—	Phila. and (Sunbury) Erie	17,682,766	—	—	5,069,450	18,000,000	2,000	18,071,450	oper. by Penn. R.R. Co.	—	—	—	10	14		
30 Nov. '65	93.0	59.5	238.3	—	254	63	7,082	Philadelphia and Reading	22,280,948	3,765,774	4,661,353	20,240,673	6,900,663	—	30,608,075	271.3	3,688,309	11,142,519	4,812,271	10	125		
31 Oct. '65	26.5	—	26.5	—	—	—	—	Philadelphia and Trenton	1,336,386	—	—	999,200	200,000	—	1,199,200	28.2	177,483	1,030,438	345,891	10	59		
31 Oct. '65	96.0	—	83.6	—	62	85	988	Phila., Wilmington and Balt.	8,862,122	744,425	1,562,695	8,973,300	516,000	452,896	10,669,742	197.0	981,498	3,884,809	1,046,804	—	—		
31 Oct. '65	69.5	—	11.4	89.5	12	11	84	Pittsburg and Connellsville	2,361,664	195,820	—	1,774,773	1,500,000	64,208	3,784,101	72.0	272,698	394,368	180,891	—	—		
31 Dec. '65	468.3	15.0	128.0	—	189	119	2,237	Pittsburg, Ft. Wayne & Chicago	23,183,351	—	3,362,312	9,312,442	12,573,000	1,507,620	26,545,698	483.3	4,623,073	8,489,062	3,283,547	10	97		
31 Dec. '65	28.0	—	6.2	—	—	—	—	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	—	1,440,000	375,498	—	116,006	—	4	40		
31 Oct. '65	28.4	—	3.3	—	8	13	31	Westchester & Philadelphia	1,331,640	145,557	—	684,086	992,300	130,840	1,777,176	28.4	138,578	847,240	200,598	—	—		
31 Oct. '65	30.6	—	4.4	—	7	3	228	Yioga	821,200	212,788	—	487,800	326,000	26,292	790,092	30.6	112,400	128,826	4	48			
RHODE ISLAND.																							
31 Aug. '64	50.0	—	2.0	—	16	16	103	N. Y., Providence and Boston	2,158,000	—	—	1,508,000	250,000	—	—	62.0	321,000	557,587	254,508	12	110		
SOUTH CAROLINA.																							
31 Dec. '58	54.9	—	—	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,265	195,266	197,905	1,099,536	51.9	—	283,263	161,536	6	—		
31 Dec. '58	109.6	—	—	—	13	9	176	Charlotte and South Carolina	1,719,045	—	—	1,201,000	384,000	—	—	109.6	—	283,263	161,536	—	—		
1 Jan. '59	143.2	21.3	—	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	—	164.5	—	341,190	125,871	—	—		
28 Feb. '59	102.0	—	—	—	—	—	—	North-Eastern	2,011,652	—	—	985,743	960,410	108,172	2,067,325	102.0	—	220,014	96,145	—	—		
31 Dec. '65	136.0	106.0	—	—	44	28	252	South Carolina	8,520,883	466,408	511,266	5,819,275	3,071,000	711,297	9,708,567	242.0	—	418,757	196,985	—	—		
TENNESSEE.																							
30 Sep. '60	47.6	—	—	—	12	10	111	Central Southern (Tenn.)	1,021,439	58,133	—	605,214	514,000	99,110	1,137,707	47.6	—	29,967	19,187	—	—		
1859	30.0	—	—	1.8	—	—	—	East Tennessee and Georgia	3,637,387	—	—	1,289,673	2,020,000	200,000	—	140.0	—	318,718	187,466	—	—		
1860	140.0	—	—	8.0	—	—	—	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	—	130.3	150,142	297,806	149,167	—	—		
1861	17.6	19.4	20.0	—	43	37	687	Memphis and Charleston	6,866,678	878,069	129,364	3,809,949	2,659,000	200,112	7,627,797	291.0	—	1,635,096	575,597	—	—		
1862	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	—	—	—	—	—	—	—		
1863	100.0	30.6	58.8	—	—	—	—	Memphis, Clarksev. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	—	—	—	—	—	—	—		
1864	59.0	—	40.1	7	5	—	—	Mississippi and Tennessee	1,137,400	—	—	798,285	554,949	519,518	—	59.4	69,870	177,256	60,029	—	—		
1865	47.4	—	2.3	4	5	—	—	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,389	—	47.4	54,175	83,129	44,006	—	—		
1866	34.2	—	—	12	2	—	—	McMinnville and Manchester	533,807	56,816	—	144,594	406,000	5,000	—	34.2	30,005	25,808	13,892	—	—		
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,682,882	—	—	2,056,544	1,731,000	—	—	169.0	—	734,118	837,384	6	—		
1869	—	—	—	—	—	—	—	Nashville and Northwestern	—	76,016	—	595,922	860,000	204,544	—	45.8	57,960	127,953	87,243	—	—		
1869	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	—	—	—	216,962	413,000	408,477	—	30.0	—	1,248	—	—	—		
1869	50.0	—	0.6	8.0	—	—	—	Winchester and Alabama	—	—	—	—	—	—	—	—	—	—	—	—	—		
TEXAS, (all aided by State).																							
— '58	32.0	—	—	158.0	—	—	—	Buffalo Bayou, Braz. & Col'do	—	—	—	—	—	—	—	32.0	—	—	—	—	—		
— '58	60.0	—	—	184.0	—	—	—	Galveston, Houston & Henderson	—	—	—	275,000	240,000	171,560	—	60.0	31,300	32,670	—	—	—		
— '60	60.0	—	1.5	75.0	2	1	—	Houston and Brazoria	1,250,000	—	—	—	—	—	—	—	—	—	—	—	—		
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	—	—	455,000	975,000	369,000	—	70.0	102,200	282,840	196,568	—	—		
— '60	25.0	—	—	110.0	—	—	—	San Antonio & Mexican Gulf.	—	—	—	—	—	—	—	25.0	—	—	—	—	—		
VERMONT.																							
31 May '63																							

PREFERRED AND GUARANTIED R. R. STOCKS.

RAILROADS.	Amount of shares outstanding.	Div'ds	Rate.	Paid.	Market Price.
Atlantic & Gt. West'n. O. D. (pref.)	1,919,000	7	7	---	---
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	---	---
Baltimore and Ohio, (pref.)	3,000,000	---	---	---	---
Berkshire (guaranteed)	600,000	7	7	---	---
Boston, Concord & Montreal (pref.)	1,340,400	6	61	---	---
Buffalo, N. Y. & Erie, (guaranteed)	850,000	7	7	---	---
Canton & Atlantic (preferred)	620,800	7	7	---	---
Catawissa (preferred)	1,150,000	7	7	---	---
Chemung (guaranteed)	380,000	---	---	---	---
Cayuga & Susquehanna (guarant.)	343,500	---	---	---	---
Chesapeake (preferred)	2,017,925	7	7	---	---
Chicago & Alton (preferred)	2,425,400	7	7	102	---
Chicago & Northwestern (pref.)	12,994,720	7	7	59 1/2	---
Coechecho (preferred)	177,750	8	---	---	---
Ot. & Passumpsic Rivers, (pref.)	1,514,300	10	10	71 1/2	---
Cumberland Valley (1st preferred)	241,900	8	8	---	---
(2d preferred)	243,000	8	8	---	---
Detroit & Milwaukee (preferred)	1,500,000	---	---	---	---
Dubuque & Sioux City (preferred)	1,975,868	7	3 1/2	75 1/2	---
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	---	---
Elmira & Williamsport (preferred)	500,000	---	---	---	---
Erie (preferred)	8,535,700	7	7	74	---
Hannibal & St. Joseph (preferred)	5,253,556	7	7	52 1/2	---
Harrisburg & Lancaster (guar.)	1,182,100	7	7	---	---
Housatonic (preferred)	1,180,000	8	8	104	---
Indianapolis & Madison (pref.)	407,900	8	8	---	---
Kennebec & Portland (preferred)	372,000	6	---	---	---
Lackawanna & Bloomsburg (pref.)	500,000	7	7	---	---
Marquette & Cincinnati (1st pref.)	6,205,475	7	3	39	---
(2d pref.)	3,819,772	7	3	18	---
Michigan S. & N. Indiana (guar.)	1,089,700	10	10	140	---
Mil. & Prairie du Chien (1st pref.)	3,082,000	8	8	99	---
(2d pref.)	1,014,000	7	7	35	---
Milwaukee & St. Paul (preferred)	2,400,000	7	7	72 1/2	---
New Haven & Northampton (guar.)	1,010,000	4	---	---	---
New York & Harlem (preferred)	1,500,000	8	---	---	---
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	---	---
Paterson & Hudson (guaranteed)	630,000	---	---	---	---
Paterson & Ramapo (guaranteed)	248,000	5 1/2	---	---	---
Peoria & Bureau Valley (guar.)	1,200,000	6	---	---	---
Philadelphia & Reading (pref.)	1,551,800	7	7	---	---
Philadelphia & Trenton (guar.)	1,000,000	10	---	---	---
Pittsfield & North Adams (guar.)	450,000	6	6	100	---
Port, Saco & Portsmouth (guar.)	1,500,000	6	6	---	---
Rutland & Burlington (preferred)	882,700	8	---	---	---
(pref.)	698,176	6	---	---	---
St. L. Alton & Terre Haute (pref.)	1,700,000	6	7	63	---
Toledo & Wabash (preferred)	984,700	7	7	53	---
Toledo, Peoria & Warsaw (1st pref.)	1,650,232	7	---	---	---
(2d pref.)	908,422	7	---	---	---
Troy & Greenbush (guaranteed)	274,400	6	6	52 1/2	---
Vermont & Canada, (guaranteed)	1,600,000	8	8	---	---
Warren (guaranteed)	1,405,300	7	7	---	---
White Mountains (guaranteed)	200,000	5	5	---	---
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	---	---

CANAL AND NAVIGATION BONDS.

DESCRIPTION OF BONDS.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	\$2,657,343	6 J. & J.	1886	100	---
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6 Qtrly.	1870	---	---
sterling	4,375,000	6	1890	---	---
Preferred bonds	1,700,000	6	18	---	---
Delaware Division:					
1st Mortgage	800,000	6 J. & J.	1878	78 1/2	---
Delaware & Hudson:					
Mortgage	641,000	6 M. & S.	1870	110	---
Delaware & Raritan:					
See Camden & Amb.R.R.	---	---	---	---	---
Erie and Penna.:					
Bonds	673,799	7 J. & J.	1865	---	---
Interest Certificates	161,960	6	1868	---	---
Lohigh Navigation:					
1st Mortgage	414,157	6 Qtrly.	1870	---	---
Six per cent. Loan	2,667,276	6	1884	87 1/2	---
Monongahela Navigation:					
1st Mortgage	125,000	6 J. & J.	1863	---	---
2d Mortgage	57,000	6	1865	---	---
Morris:					
1st Mortgage	485,500	6 A. & O.	1876	92 1/2	---
2d Mortgage	295,750	6 J. & J.	1882	90	---
Boat Loan	99,562	6	---	88	---
North Branch:					
1st Mortgage	500,000	6 M. & N.	1876	80	---
Schuylkill Navigation:					
1st Mortgage	1,784,550	6 M. & S.	1872	88 1/2	---
2d Mortgage	3,980,670	6 J. & J.	1882	81	---
Improvement	1,601,670	6 M. & N.	1876	72	---
Susquehanna & Tide Water:					
Maryland Sterling Loan	816,000	6 J. & J.	1865	---	---
Md. etg. loan converted	200,376	6	1865	---	---
Mortgage bonds	993,000	6	1878	60	---
Preferred Interest b'ds.	227,569	6	1878	24	---
Union, (Pa.)					
1st Mortgage	3,000,000	6 M. & N.	1883	24 1/2	---
West Branch & Susquehanna:					
1st Mortgage, s'k'g fund	450,600	6 J. & J.	1878	82 1/2	---
Wyoming Valley:					
1st Mortgage	600,000	6 J. & J.	1878	80	---

CANAL AND NAVIGATION STOCKS.

COMPANIES.	Par of Shares.	Amount of Stock.	Dividends.	Market Price.
CANAL AND NAVIGATION STOCKS:				
Chesapeake and Delaware	100	1,343,563	---	53 1/2
Chesapeake and Ohio	100	8,223,595	---	---
Delaware Division	100	1,633,350	---	53 1/2
Delaware and Hudson	100	10,000,000	10	164
Delaware and Raritan	100	2,298,400	10	---
Erie of Pennsylvania	50	64,000	---	---
Illinois and Michigan	---	---	---	---
Lehigh Navigation	50	6,091,700	10	56
Monongahela Navigation	50	726,800	3	---
Morris, (consolidated)	100	1,025,000	10	89
(pref.)	100	1,175,000	10	120
North Branch	100	---	---	---
Sault Ste Marie	100	---	---	---
Schuylkill Navigation (consolid.)	50	1,908,207	20 1/2	---
(pref.)	50	2,888,983	34	---
Susquehanna and Tide Water	50	2,048,200	15	---
Union	---	---	---	---
Union (preferred)	50	2,787,000	5	---
West Branch and Susquehanna	100	1,100,000	6	29 1/2
Wyoming Valley	50	750,000	16	70

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.	
IRON—DUTY: Bars, 1 to 1 1/2 cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1 1/2 cents per lb.; Sheet, Band, Hoop and Scroll, 1 1/2 to 1 1/2 cents per lb.; Pig, \$9 per ton; Polished Sheet, 3 cents per lb.	
Pig, Scotch, No. 1.....(cash).....per ton 44	@ 46
Pig, American, No. 1.....(cash).....per ton 45	@ 45
Bar, Refined, English.....per ton 90	@ 105
Bar, Swedes, assorted sizes.....(in gold).....per ton 95	@ 105
Bar, Swedes, assorted sizes.....(STORE PRICES).....per ton 160	@ 160
Bar, English & American, Refined.....per ton 115	@ 115
Bar, English & American, common.....per ton 105	@ 105
Scroll, English.....per ton 145	@ 195
Oval and Half round.....per ton 140	@ 150
Band, English.....per ton 140	@ 145
Horse Shoe.....per ton 140	@ 175
Rods, English.....per ton 117	@ 175
Hoop, English.....per ton 117	@ 215
Nail Rod.....per lb. 9	@ 10
Sheet, Russia.....per lb. 27	@ 28
Sheet, English, Single, Double and Treble.....per lb. 6	@ 8
Sheet, Am., Single Double and Treble.....per lb. 55	@ 55
Rails, English.....(gold).....per ton 55	@ 85
Rails, American.....per ton 80	@ 85
STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 24 cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3 1/2 cents per lb. and 10 per cent. ad. val.	
English, Cast.....(1st & 2d q'ty.).....per lb. 18 1/2	@ 24
English Spring.....(1st & 2d q'ty.).....per lb. 11 1/2	@ 13
English Blister.....(1st & 2d q'ty.).....per lb. 12 1/2	@ 20
English Machinery.....per lb. 14	@ 16
German.....per lb. 14 1/2	@ 17 1/2
American, Blister.....per lb. 11 1/2	@ 13 1/2
American, Cast, Hammered.....per lb. 18	@ 22
American, Cast, Rolled.....per lb. 13	@ 15
American Spring.....per lb. 11	@ 12 1/2
American Machinery.....per lb. 14	@ 15
Milan (in bond).....per lb. 14	@ 15
COPPER—DUTY: Pig, Bar and Ingot, 2 1/2; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 1/2 cents per lb.	
Sheathing, New.....(suits).....per lb. 30	@ 45
Sheathing, Yellow.....per lb. 30	@ 33
Pig, Chile.....per lb. 30	@ 35
Bolts.....per lb. 30	@ 45
Braziers'.....per lb. 30	@ 45
American Ingot.....(cash).....per lb. 50 1/2	@ 31 1/2
LEAD—DUTY: Pig, \$2 per 100 lb.; old Lead, 1 1/2 cents per lb.; Pipe and Sheet, 2 1/2 cents per lb.	
Galena.....per 100 lb. 6	@ 80
Spanish.....per 100 lb. 6	@ 80
German Refined.....per 100 lb. 6	@ 80
English.....per 100 lb. 6	@ 87 1/2
Bar.....per lb. 10	@ 10
Pipe and Sheet.....per lb. 12	@ 12
TIN—DUTY: Pig, Bar and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 2 1/2 cents per lb.	
Banca.....per lb. 20	@ 20
Strait.....per lb. 18 1/2	@ 18 1/2
English.....per lb. 19	@ 19
Plates, Charcoal I. C.....per box 14	@ 25
Plates, I. C. Coke.....per box 10	@ 75
Terne, Coke.....per box 10	@ 75
Terne, Charcoal.....per box 13	@ 75
NAILS—DUTY: Cut 1 1/2; Wrought 2 1/2; Horse Shoe 5 cents per lb. (Cash.)	
Cut, 4d. @ 6d.....(cash).....per 100 lb. 6	@ 75
Cinch.....(cash).....per 100 lb. 6	@ 80
Copper.....per 100 lb. 6	@ 80
Asable Horse, Norway Iron, Forged.....per 100 lb. 6	@ 35
Zinc Nails.....(6 mos.).....per 100 lb. 6	@ 20
PETROLEUM—DUTY: Crude, 20 cents; Refined, 40 cents per gallon.	
Crude, 40 @ 47 gravity.....per gallon 25 1/2	@ 25 1/2
Ref'd, free, L.S. to pr. Wh. (110 @ 120 test).....per gallon 73	@ 73
Ref'd, in bd. L.S. to pr. Wh. (110 @ 120 test).....per gallon 73	@ 73
Naphtha, Refined (60 @ 63 gravity).....per gallon 40	@ 41

New York Stock Exchange.
Actual Sale Prices for the week ending June 13.
Th. 7. F. S. Sat. 9 M. 11. Tu. 12 W. 13

Atlantic M. S. S. Co.			125	126	129
At. & Gt. W. (O) 1st m't.					
Buffalo, N. Y. & E., 1M.			97	126	129
California 7s					
Canton Co.	59½	60	114	118	
Central Am. Transit.				58½	59½
Chicago & Alton					
" pref.				102	
" 1 M.					
" S. F.					
" Inc. b'ds				96	
Chicago, Burl. & Q.					
" S. p. c.					
Chic. & Northwest'n	80½	81	81	80½	80
" pref.	60½	61	60	60½	60½
" 1st M.			86½		
" 2d M.					
" S. F.					
" A. B.					
" I. B.					
Chicago & Rock Isl.	93x	92½	92½	92½	91½
" 1st M. '70.					
Clev., Col. and Cin.				118½	
Clev. and Pittsburg	85½	82½	82½	83½	83½
" 2 M.					
" 3 M.					
" 4 M.					
Clev. and Toledo	104½	104½	104½	104½	104½
" S. F. 7 p. c.	100		100		
Cumberland Coal, pref. 46				45½	
Del. & Hudson Canal		160			152½
Del., Lack. & West.					144
" 1M. S. p. c. '71-5.	101½	101½			101½
" 2M. S. p. c. '81					
Erie	63	62½	63½	63	62½
" pref.		75	76	76	74½
" 1 M. 7 p. c. '67.					
" 2 M. 7 p. c. '79.					
" 3 M. 7 p. c. '85.					97
" 4 M. 7 p. c. '80.		92			
" 5 M. 7 p. c. '88.					
Galena and Chicago.					
" 1M. 7p. c. '82					
Hann. & St. Joseph.					
" pref.					
" bonds		97			
Hudson River	110½x			110	110½
" scrip					
" 1M. 7p. c. '69.			102½		
" 2M. S. F.					
" 3M. 7p. c. '75					
" conv. bonds		97			97
Illinois Central	121	121½	121½	120½	121
" Can. b'ds.					
" bonds					104
Marletta & Cin. 1st pref.					
" 2d					
" 1st mort.					
Mariposa Mining Co.					
Michigan Central	108	108	108½	108	
" S. F. S. p. c. '82					
" conv. S. p. c. '69					
M. S. and N. I.	79½	79½	79½	79½	79½
" guard					
" 1M. S. F.				95½	
" 2 M.			90	95½	90
Mill, and P. du Chien.					
" 1st pref.					
" 2d pref.		85	85		
" 1st M.					
Minnesota Mining Co.					
Miss. & Mo.					
" L. G. bonds					59
Missouri 6s	79	79	80	80	80
" iss. to H. & St. J. R.					79½
" Pacific					
New York Central.	98	98	97½	97½	97½
" Real Estate				85½	
" 7s. S. F. '76.					
" 7s. conv. '76.			104		
" 6s. S. F. '83.					92
" 6s. S. F. '87.					
N. York & Harlem					
" "pref."		121½			
" 1M. 7p. c. '73			100		
" 2M. 7p. c. '64					
" 3M. 7p. c. '67					
North Carolina 6s.	82	82	81	82½	83
Ohio & Missa. cer.	29	28½	28½	28½	
" pref.	85	80			
Pacific Mail S. S. Co.	210		210	210	210
Panama					
Penn'a Coal Co.	142				
Phila. and Reading.	109	109½	109½	109½	110
Pitts. Ft. W. & Chicago.	97x	97	96½	96½	97½
" 1M.				102	
" 2M.				85½	
" 3M.					84½
Quicksilver Mining Co.	62	51½	51½	52	51½
St. L., Alton & T. H.					
" pref.		63			
" 1M.					
" 2M. pref. 81					
" Inc. b'ds.					
Tennessee 6s. 1890.	91	91½	93	94½	95
Tol. Wab. & Western.		36			
" Pref.					
" 1M. ex.					
" 2M.	74				
" Int. b'ds.					
Virginia 6s.		65½	66½		67½

New York Stock Exchange.

Actual Sale Prices for the week ending June 13.

Th. 7. F. 8. Sat. 9. M. 11. Tu. 12. W. 13

FEDERAL STOCKS:—

U. S. 5s, 1871, reg.	99	---	---	99	---
U. S. 5s, 1871, coup.	---	---	---	---	---
U. S. 5s, 1874, reg.	---	---	---	---	---
U. S. 5s, 1874, coup.	100	---	100	---	---
U. S. 5s, 1865, coup.	---	---	---	---	---
U. S. 5s, 10-40s, coup. 96	96½	96½	96½	96½	96½
U. S. 5s, 10-40s, reg.	---	---	---	---	---
U. S. 5s, 1881, reg.	---	106	105½	---	---
U. S. 5s, 1881, cou.	109½	109½	109½	110	---
U. S. 6s, '81, O.W.L.Y.	---	---	---	---	---
U. S. 6s, 1881, "4y.	---	---	---	---	---
U. S. 6s, 1867, reg.	---	125	---	126	---
U. S. 6s, 1868, reg.	---	---	---	---	---
U. S. 6s, 1868, coup.	122	---	---	---	---
U. S. 6s, 1 year certif.	---	---	---	---	---
U. S. 6s, 5-20s, c. 1882, 102½x	102½	102½	102½	102½	102½
U. S. 6s, 5-20s, c. 1864	102½	102½	---	---	---
U. S. 6s, 5-20s, c. 1865, 102½x	102½	102½	102½	102½	102½
U. S. 6s, " reg.	102½	102½	102½	102½	102½
7.30 Notes, 1st series, 102½	102½	102½	102½	102½	102½
" " 2d series, 102½	102½	102½	102½	102½	102½
" " 3d series, 102½	102½	102½	102½	102½	102½
American Gold	---	---	---	---	143½

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending June 12.

W. 6. Th. 7. F. 8. Sat. 9. M. 11. Tu. 12

Catawissa	---	---	---	---	---
" preferred	23½	26½	26½	26½	26½
Camden & Amboy	129½	129½	129½	129½	129½
" " 6s, '07	---	---	---	---	---
" " 6s, '70	---	---	---	---	---
" " 6s, '75	---	---	---	89	---
" " 6s, '83, 90	---	90	---	---	---
" " 6s, '89	---	---	---	---	---
" mort. 6s, '89	---	94	94	---	---
Ches. & Del. Canal 6s '86	---	---	---	100	---
Del. Div. Canal	53½	---	---	---	53½
Kimber & Wm. report	50	---	---	---	---
" " pref.	---	---	---	---	---
" " 7s	---	---	96	---	---
Lehigh Navigation	55½	56	55½	56	---
" " 6s, '84	---	---	---	---	88
Lehigh Valley R. R.	62½	62½	---	---	---
" " 6s	---	92	---	92	---
Little Schuylkill R. R.	---	---	35½	---	---
" " 7s	---	---	---	---	---
Long Island	---	---	---	---	---
" " 6s	---	---	---	---	---
Minehill	56½	---	---	---	---
Morris Canal	80	---	---	80	---
" " pref.	---	---	---	---	---
" " 6s '76	---	---	---	---	---
North Pennsylvania	---	38½	38½	---	---
" " 6s, 90½	---	91	---	91	---
" " 10s	---	---	---	---	---
Northern Central	---	43½	---	43½	---
Pennsylvania R. R.	54½	55	55	55	54½
" 1st m., 100	100½	101	---	---	---
" 2d m., 95	---	95	---	---	---
Penn. State, 5s	---	90½	90½	---	---
" " 5s, coupon	---	91½	---	91	---
" " 6s, W. L., 102½	---	102½	---	---	---
Philadelphia City, 6s	---	92	92	---	---
" " new, 96½	96½	96	96	96½	---
" " mun. 96	95	96	96	96½	---
Philad. Germ. & Nor.	55	55½	---	55½	---
Phil. & Reading	55	54½	54½	54½	---
" " 6s, '85	---	---	---	---	---
" " 6s, '70	31½	32	---	31½	31½
Philadelphia & Erie	---	---	---	---	---
" " 6s, 90	---	---	---	---	91
Philad. & Sunbury, 7s	---	---	---	---	---
Schuylkill Navigation	---	---	---	---	---
" " pref. 33½	---	33½	33½	---	---
" " 6s '82	---	---	83	---	---
" " 6s '76	72	---	---	---	---
" " 6s '72	---	---	---	---	---
Sueq. Canal	15½	---	---	---	---
" " 6s '78	---	---	60	---	---
Union Canal, pref.	---	---	---	---	---
" " 6s '83	---	---	---	---	---
West Br. Canal 6s '78	---	---	---	---	---
Wyoming Valley Canal	---	---	---	---	---
" " bonds	---	---	---	---	---
Houstonville, (Horse) 19	18½	19	---	19½	19
Chestnut & Wal.	---	---	58	---	---
Green & Coates, "	---	---	---	---	---
4th & 3d streets, "	---	---	---	---	---
Struce & Pine, "	---	---	---	---	---

Baltimore Stock Exchange.

Actual Sale Prices for the week ending June 12.

W. 6. Th. 7. F. 8. Sat. 9. M. 11. Tu. 12

Baltimore City 6s, 1875	98	97½	---	98½	98
" " 1886	---	---	---	---	---
" " 1870	---	---	---	---	---
" " 1890	100	100	---	---	---
Balt. and Ohio	108	108½	108½	---	---
" " b'ds, '62	---	---	---	---	---
" " " '67	---	---	---	---	---
" " " '75	---	---	---	---	---
" " " '80	---	---	---	---	---
" " " '85, 93	---	93½	---	---	94
Northern Central	---	---	---	45½	---
" " b'ds, '85, 84½	---	---	85	---	---
" " " '95	---	---	---	---	---
City Passenger R. R.	---	---	---	---	---

Boston Stock Exchange.

Actual Sale Prices for the week ending June 13.

Th. 7. F. 8. Sat. 9. M. 11. Tu. 12. W. 13

Boston and Lowell	101	---	---	---	---
Boston and Maine	124	---	---	123	---
Boston and Providence	---	140½	---	---	139
Boston and Worcester	139½	---	140	---	---
Cheshire, pref.	---	---	---	---	---
Concord	62½	62½	---	---	61
Connecticut River	---	---	---	---	---
Eastern, Mass.	105½	105½	105½	---	---
Eastern, N. H.	---	---	---	---	---
Fitchburg	---	---	---	---	---
Manchester & Law'ce	---	---	112	---	---
Michigan Central	108	---	---	108	---
Northern, N. H.	---	---	---	95	---
Old Colony and Fall R.	107½	---	107½	103	108
Ph., Wil. & Baltimore	59½	---	59½	59½	---
Port'd, Saco & Ports	---	---	---	---	98½
Vermont & Canada	---	98	---	---	---
Vermont & Mass.	---	48	48	49	---
Western	139½	---	141	---	141½
Broadway (Horse)	---	---	---	---	---
Cambridge	91	92	91	---	93
Metropolitan	61	61	50½	---	50½
Middlesex	---	---	---	---	---
Central Mining Co.	---	---	---	---	---
Copper Falls	42½	43½	44	43	---
Franklin	43	42½	42½	43	43
Huron	43½	41	42	42	43
Isle Royale	---	---	---	---	---
National	---	---	---	---	---
Minnesota	11½	10½	---	---	---
Pewabic	37½	---	---	37	37½
Pittsburg	---	---	---	---	---
Quincy	48	48	---	47½	47½
Rockland	4½	4½	---	---	4½

London Stock Exchange.

The following were the closing prices for American Securities on the 1st of June.

United States 5-20 yrs, 1882, 6 per cent	66½ @ 66½
Virginia State, 5 per cent	48 @ 52
Do., 6 per cent	42 @ 44
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent	68 @ 72
Do. do, 2d mort., 1881	65 @ 68
Do. Pennsylvania, 1st mort., 1877	68 @ 72
Do. do, 2d mort., 1882	66 @ 70
Do., consolidated mortgage bonds, 1890	43 @ 48
Erie shares, \$100 (all paid), 8 p. c.	44½ @ 45½
Do., convertible bonds, 6 p. c.	68 @ 72
Illinois Central 6 per cent, 1875	81 @ 83
Do. 7 per cent, 1875	71 @ 78
Do. \$100 shares (all paid)	77½ @ 78½
Marletta and Cincinnati R. R. bonds, 7 p. c.	68 @ 70
New York Central, \$100 shares	— @ —
Panama Railroad, 2d mort., 1872, 7 p. c.	100 @ 102
Pennsylvania R. R. bonds, 2d mort., con. 6 p. c.	80 @ 82
Do. \$50 shares	68 @ 42
Phila. and Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	72 @ 74
Do., with option to be paid in Philadelphia	72 @ 74

American Railroad Journal.

Saturday, June 16, 1866.

Stock Exchange and Money Market.

Without pretending to know more than our neighbors, we confess to being guided by a long and intimate observation of the course of public events; and we believe, judging from the past, one may speculate with considerable certainty as to the future. Thus we see that gold was settling down to its price before the late shipment, with a probability that it may fall still lower; for money, however dear abroad, is here still cheap and plentiful. It has been slightly resuscitated, and on Tuesday again declined.

It has been contended that we should not have allowed so much gold to leave us at the recurrence of the foreign panic; and that by selling it as low as we did, the Treasury lost several millions to the people. More than this, some very good thinkers contend that if the Treasury had not sold at all, the Bank of England itself would have suspended specie payments, and with it a universal bankruptcy would have taken place among the English merchants. They also say that both countries would then have been placed on the same footing as regards paper money; that there would have been an equal depreciation of the

currency in both; and that no more shipments of specie would have been necessary!

But these persons forget that the consequences would have been much worse for us than any other country if we had allowed gold to go up to its old price. A large number of bankers would have gone by the board, our currency between 900 and 1,000 millions, would have been reduced in value at least one-half, and the prices of the necessities of life would have been raised 200 or 300 per cent., and consumers would have to pay for what they wanted, more than they have even done for the last four years.

The Government, in the meantime, by holding on to its gold, making it scarcer—forestalling it, in fact—would have added to the general disturbance and gained nothing.

Now the news from the other side, as far as heard, is to the effect that the supply of specie sent from this country saved the foreign merchants, replenished the contracting vaults of the bank, and stopped at the threshold the universal bankruptcy which was dreaded. Instead of the bonds coming back here by many millions, it appears but a proportionally few came. Within one short month 35 millions have been sent out from this country, and have been spared without our feeling it, without creating a sensation in the street, so to speak, without any failures here, and without any injury to the Treasury, since it has still left about fifty millions for future use, with a certainty that it will increase largely every week during the present year. In a single month, was not only all this effected, but the public debt was reduced nearly twenty millions besides. The effect of all this on the European mind must have been, and continue to be, of the most salutary description. It was found by the foreign holders of our bonds, who took them as they would any other of our products, that this country was rich, prosperous and prompt. They might lose hundreds of millions by the fall in cotton from 19d. to 11d. stg. per pound, which on the stock held in Liverpool alone, 400,000 bales, would be millions of dollars, and it effected us not. We could not only take all the returned bonds, but pay in specie, and send them as much as they wanted in their distress. The foreign houses doing business with the United States found out that this country, of all others, is the best to trade with, and in dark hours, the most reliable of all with which they can have financial connections. So on the continent. The latest Frankfort papers state that while all other stocks are dull, American bonds are still well supported, and that the public continue to invest in them. The United States Consul there, Mr. Murphy, has published a note of very late date, affirming that but about 10 millions, instead of 70 millions, had been counted and sealed in his office for transmission to New York—a much less amount than has been reported—and that the speculation to return such bonds, even if gold keeps at 140, will be a poor one. Now as gold has been again falling since the last sales, the chances of its advance are growing small by degrees and beautifully less, and the cry about the returning avalanche of our securities from Europe is proved to be a senseless and unfounded one.

We are of the opinion, then, if there were no other reason, that the "logic of events" will sustain the action of the Treasury. All we hope is,

that its patronage will hereafter be given to its real friends if they are in the field. The gift of the Government brokerage is one of the most valuable it has to bestow, and it should not be thrown away. No one expects this.

The 5-20s under the effect of the receipt of the large sums of specie from this country, had at the last dates risen to 66¼@66¾, and cotton had gone up 1d. a pound, and sales had been made at the advance. The imports of this article at this port are on the increase. About 14,000 bales came in from the South the past week; and at the same time, and for the same period, about 14,000 emigrants, all in good health, landed at this port and joined the "innumerable throng" of laborers and consumers, as well as bringing with them all they could carry of what they had saved abroad.

The report of the associated banks of this city for the week ending June 9th, shows the following result: The loans had decreased, \$1,120,003; specie, \$6,036,480; and circulation, \$276,272. While on the other hand, the deposits increased, \$4,376,660; and the legal tenders, \$5,449,662. From this statement it is evident they have considerably improved their general condition. They now hold \$16,821,663 of specie for their circulation of \$25,967,258; but have \$74,628,674 of legal tenders on hand, besides their specie; and of course will be able, at the earliest redemption to meet all demands for coin on them with readiness.

It is proposed in Congress to reduce the circulation of the National Banks a very considerable sum; probably it is intended to apportion it more equally than it was convenient to do at first.

It is also understood that the funding bill advocated by Mr. Sherman will be defeated finally, as it contains a large operation of 2 per cent. profit on the agency alone! at all events, this objection is made to it. On the other hand, the simple proposition of the Secretary of the Treasury, which is free from this objection, has another, that 5 per cent. will not be interest enough to induce the present holders of gold 6's and of currency 7-30s to make the required conversion. We think there is some doubt of the immediate success of the measure.

The crisis in Europe will no doubt tell favorably on our financial situation. The Old World may fall into trouble, just at the time when the New is becoming more tranquil. The effect of this must be that capital and labor will seek a new home as fast as possible. We are inclined to think that a War in Europe will greatly help our agriculturists, manufacturers and shippers; and that we shall witness a prosperity such as we have never before seen taking place so rapidly. It must not be forgotten that the Pacific Railroad is now being rapidly constructed. It is already pushed 105 miles West of Omaha, has now easy grades and light work to encounter, and is being laid at the rate of a mile a day. The Western end is also being rapidly constructed; and an application before Congress is favorably received, that the Eastern and Western divisions may now go on until they meet each other. It is impossible to describe in sufficiently glowing terms the effect of an early completion of the Union Pacific Railroad. We may look with perfect indifference, if not contempt, on all European complications, when we once obtain steam communication overland between the Atlantic and Pacific Oceans.

We shall have trade enough, oceans enough, commerce enough, and gold enough taken out of our soil, to answer all demands, meet all exchanges, and make all contented if they will be. The artificial and unjust systems of the old world will be out of place here, and it is to be hoped will never find advocates in the new world.

The money market has been very easy all the week. There was an attempt made on Tuesday to get up the price of gold, and the rate of interest; but the effort—the attempt of a clique of operators—was a failure, and prices went down after a few hours. We see no reason to change the opinions which we have expressed for the last few weeks. We believe that the foreign advices, as they come to us for some time hence, will have a favorable effect on all our National interests.

We notice the following results which we think it well enough to record, viz: From the 1st of July, 1865, to the 2d of June, inclusive, the total receipts of gold at this port from California were \$28,230,736 against \$15,874,298, received during the same period last year. The customs' receipts since July 1, 1865, to June 9, inst., inclusive, have been \$126,385,900; while the amount of gold interest paid during the same period was \$45,673,696. So that it is evident we are getting more than twice the amount of gold that we have use for.

We notice an act of magnanimity in the Senate, which should not pass without fitting comment. We allude to the manly defence of the Secretary by Mr. Fessenden. We shall have hopes of the future, if a sense of justice and fairness will induce even party men to pause in the work of misrepresentation. The finance question is every where the pivotal question of nations. Let money be easy, taxation light, and the public debt small, and the great objects of government are already attained. The minister who is able to produce a satisfactory budget has got to the end of things, and is the finisher of diplomacy, war and legislation.

We observe that considerable specie will go out this week; and it is well enough to note that, after all, much of this is going out on pure speculation. We have already sent much more than was expected, although by the published correspondence in the London *Times*, it appears that the foreign correspondents in this city declared we could spare 50 millions as well as 35 millions, and that it was of no use here.

Bills against this very gold have been drawn by the shippers, in the hope of a small profit on the transaction. We may therefore safely say that the large shipments really mean nothing more than that parties in want of assistance, and other parties trying to turn the opportunity to account, have been one of the causes of the movement itself. It really means nothing of a very important character. The reaction of this shipment was not only felt here in keeping down the prices of all other articles, but its effect on the cotton trade was very largely beneficial to this country. We are glad to see that some of the ablest men in the United States Senate fully comprehended the subject.

There has been a better feeling growing up in railways, and a considerable steadiness in Governments. The progress of the market will be traced in our usual quotations.

The New York exports, exclusive of specie, for the week ending June 12, and since the beginning of the year, compare as follows:

	1865.	1866.
For the week	\$1,250,702	\$1,943,944
Prev. reported	71,100,381	98,154,413

Since January 1.....\$72,351,083 \$100,097,907

The New York imports for the week compare as follows:

	1865.	1866.
Dry goods.	\$415,247	\$611,374
Gen. merchandise	3,175,292	2,119,385

Total for the week\$3,590,539 \$2,730,759
Prev. reported 61,146,299 | 143,907,962 |

Since January 1.....\$64,736,838 \$146,638,721

The balance in the Sub-Treasury on Wednesday was \$90,310,357 35.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Illinois Canal bonds, 1870, 100; Georgia 6s, 105; N. Y. 7s, Bounty Loan, 102½; do., 6s, 1873, 96½; Indiana War Loan, 96; Jersey City Water Loan, 92; Brooklyn 6s, Water Loan, 94; New Jersey Central, 117; Long Island R. R., 60; Stonington, 110; Cattawissa, 77½; New York and New Haven R. R., 109½; Milwaukee and St. Paul, 58; do., pref., 72½; Ohio and Miss. 1st mort., 90; Peninsula R. R. 1st mort., 77; Goshen Branch bonds, 97; Spruce Hill Coal, 4¼; Wilkesbarre Coal, 55; Boston Water Power, 50; Cary Imp. Co., 15; Brunswick Land, 8; Mariposa pref., 24; Western Union Tel., 56¾; do., Russian Extension, 106; Am. Ex. Bank, 113; Continental Bank, 100; 4th National Bank, 103¾; Bank of Commonwealth, 102; Merchants' Bank, 110; Bank of Commerce, 102; St. Nicholas Bank, 105; Park Bank, 150; Central Bank, 106¾; Bank State of New York, 109; Nassau Bank, 108; Mechanics Banking Ass., 106; Ocean Bank, 100; Park Bank, 150.

Philadelphia.—Allegheny County coupon 5s, 74; Pittsburg 5s, 70; do., 4s, 55; Allegheny City 6s, 1880, 90¾; Warren and Franklin 7s, 87½; Connecting R. R. 6s, 90; Morris Canal Boat Loan, 90; Schuylkill Navigation 7s, Boat Loan, 85; 13th and 15th streets R. R., 22; Girard College R. R., 27; Ridge Avenue R. R., 13½; 10th and 11th streets, 60; New Creek Coal, 5½; N. Y. and Middle Coal Fields, 57¾; St. Nicholas Coal, 25½; Hazleton Coal, 58; Fulton Coal, 6¼; Big Mt., 47½; Keystone Zinc, ¾; Western Bank, 80; Farmers' and Mechanics' Bank, 123¾; Mechanics' Bank, 31; Commercial Bank, 53; Bank of North America, 221; Consolidation Bank, 41; Curtin Oil, ¾; Dalzell, 7½; Ocean, 6½; McClintock, 5½; Tarr Home, 1; West, 3½. The latest quotations are: City 6s, 93@93½; do., new, 96½@96½; State 5s, 90@91; do., coupon, 91@92; do., 6s, W. L., 102¾@104; Phila., Wil. and Balt., 59¼; Reading, 54¾@55; do., 6s, 1870, 93@94; do., bonds, 90@93; do., con., 109@110; Camden and Amboy, 129½@129¾; Penn. R. R., 54¾@55; do., 1st mort., 100¾@101¼; do., 2d mort., 94¼@95; Little Schuylkill R. R., 38@39; Morris Canal, 80@80; do., pref., 120@121; do., bonds, 90@92½; Wyoming Valley Canal, 69@71; do., 6s, 80@86; Susquehanna Canal, 15@15½; do., 6s, 60@61; Sch. Nav., 26@27; do., pref., 33¾@34; do., 6s, 1882, 81@83; Union Canal bonds, 23@25; Dela-

ware Div. Canal, 53¼@58¾; do., bonds, 80@90; Elmira and Williamsport, 30@32; do., pref., 43@48; do., 7s, 1873, 96@66; Lehigh Coal and Navigation, 56@58; do., bonds, 1884, 87¼@88; North Pennsylvania, 38¼@93¼; do., 6s, 90@91; Philadelphia and Erie, 30¼@30¾; do., 6s, 90@91; Minehill, 56½@56¾; Catawissa, 31@35; do., pref., 26@26¾; Lehigh Valley, 62@62½; do., bonds, 91¼@91½; Fifth and Sixth streets, (horse), 56½@60; Second and Third, 85@86; West Philadelphia, 70@72½; Spruce and Pine, 38@40; Green and Coates, 30@35; Chestnut and Walnut, 58@61; Thirteenth and Fifteenth, 21¾@22½; Girard College, 27@28; Tenth and Eleventh, 59¾@60; Norristown, 55@55¼; Union, 39@40½; Hestonville, 18¾@18¾.

Boston.—Ogdensburg and Lake Champlain, 42¼; do., 2d mort., 40½; Rutland and Burlington 2d mort., 40; Boston, Hartford and Erie 7s, 40; Vermont Central, 1st mort., 100¼; do., 2d mort., 36¼; Vermont and Massachusetts 6s, 93; Vermont Central and Vermont and Canada 8s, 1876, 100½; Boston and Lowell 6s, 99¾; Conn. and Pas. Riv. R. R. 6s, 1878, 91½; Eastern R. R. 6s, 1874, 95; Cape Cod R. R., 65¼; Sandusky, Dayton and Cin., old, 6¼; Massachusetts 5s, 1883@1894, 96; Maine 6s, 1878, 96; Chicago 7s, 1886, 94¾; do., 1881, Municipal, 96¼; do., 6s, 1875, 88; Bath 6s, 1891, 92¾; Hartford 6s, 1890, 96; Cincinnati 6s, 1894, 90; Albany 6s, 1891@1896, 96½; St. Louis 6s, 1881, 87; Springfield 8s, 1886, 95½; Boston 5s, 1878@1883, gold, 96¼; do., 6s, 1876, 100¾; Cambridge 5s, 1893, 94¼; do., 6s, 1883, 98¼; Boston Water Power Co., 50¼; East Boston Co., 14; Cary Imp., 15¼; Essex Co., 92; Boston and Reese River Silver, 3½; Smith and Parmalee Gold, 8¾; Quartz Hill Gold, 4; Consolidated Gregory Gold, 12½; Franklin Coal, 8¼; Bear Valley, etc., coal, 14; Cape Breton Coal, 6½; Short Mt. Coal, 26; Mt. Pleasant Coal, 30; Mammoth Vein Coal, 11½; Boston and Lackawanna Coal, 6; Bond Vein Coal, 9; Kinzua Coal, 9½; Chelsea Gas, 91¼; Boston Gas, 747½; Union Bank, 116; North Bank, 108; Tremont Bank, 116½; Atlas Bank, 115½; City Bank, 108½; Atlantic Bank, 114¼; Everett Bank, 98; 3d National Bank, 104½; Traders' Bank, 98; Blackstone Bank, 122½; Merchants' Bank, 116½; State Bank, 107¼; Washington Bank, 118; Arnold Mining Co., 1; Bay State, 13¾; Boston, 1½; Canada, 1; Calumet, 8½; Concord, 3¾; Dana, 2½; Eagle River, 2½; French Creek, 75c; Great Western, 1; Hancock, 19¾; Hanover, 2¼; Humboldt, 5¼; Hungarian, 1¾; Madison, 2; Native, 1¾; North Cliff, 1½; Phoenix, 11½; Petherick, 6¼; Star, 2; St. Clair, 4; St. Mary's, 1; Superior, 3½; Toltec, 2; Winthrop, 2; Washington, 1.

Baltimore.—Marietta and Cincinnati bonds, 78¼; N. W. Va. 1st mort., 96¾; Western Maryland 1st mort., 74¼; Bare Hill Mining Co., 0.75; Burning Spring, 8; Santa Clara, 10; Atlantic Coal, 0.85; Balt. and Cuba S. and M. Co., 80; Canton Co., 58; Union Bank, 67½; 3d National Bank, 100. The latest quotations are: Balt. and Ohio, 108½@108½; do., 6s, 1867, 98@98; do., 1875, 93@94½; do., 1880, 94¾@94¾; do., 1885, 94½@94½; Northern Central, 43@43½; do., bonds, 1885, 84½@85¾; N. W. Va. 1st mort., 1873, 96¾@97; do., 2d mort., 90@92; do., 3d mort., 87@87; Marietta and Cincinnati 7s, 1891, 78@78½; Cen-

tral Ohio, 21@25; do., 1st mort., 79@79¾; Western Md. bonds, 75@80; do., guar., 96@97; Maryland 6s, coupon, 1870, 100@101; do., Ins., 101@101½; do., 1890, 100@101½; Baltimore 6s, 1870, 95@97; do., 1873, 95@98; do., 1875, 98@98¼; do., 1886, 98@99½; do., 1890, 98½@100¼; do., coupon, 100@100; do., Park, 98@99; do., 1892, 92@95; do., 5s, 1838-'70, 82½@83; City Passenger R. R., 18@19; Canton Co., 58½@59½; Gardner, 0.30@0.35; Am. Gas Coal, 0.25@0.40; Maryland, 0.15@0.20; North State, 0.10@0.15; Springfield, 0.10@0.25; George's Creek, 100@112; Santa Clara, 9¼@11; Balt. Chrome, 0.40@0.50; Bare Hill, 0.75@0.80; Atlantic Coal, 0.80@0.85; Mineral Hill, 0.75@0.80; Baltimore Coal, 140@200.

North Carolina Bonds.

Hon. Kemp P. Battle, Public Treasurer of North Carolina, gives notice that he is prepared, in accordance with the provisions of the act of March 10th, 1866, known as the "Funding Act," to deliver bonds of the State of the denomination of \$1,000 in exchange for past due bonds and coupons of bonds of the State issued under acts passed prior to May 20, 1861.

The \$500 and \$100 bonds are promised by the engraver in a short time.

The new bonds are six per cent. untaxables, dated January 1st, 1866, running thirty-four years, with semi-annual coupons payable, as is also the principal when due, at the National Bank of the Republic in New York.

Applicants must pay in the proper securities or in currency the value of the bonds to date of payment, including interest from July 1st, 1866, the law requiring they should be sold at par.

Coupons or past due bonds may be forwarded to the Treasurer, at Raleigh, and bonds will be returned in exchange, provided some party is authorized to receipt for the same.

Where coupons are payable in New York, the bonds from which they are cut need not be forwarded, but only the coupons.

The same rule applies to coupons payable at Raleigh during the war, of the Western Railroad and the Western North Carolina Railroad, as they can be identified without the bonds.

Coupons of bonds issued to the Wilmington, Charlotte and Rutherford Railroad Company, July 1st, 1862, must be forwarded with the bonds for identification.

Past due coupons, including those of date of April, 1866, will be funded now, the July and October 1866 coupons when due.

Bonds past due bear interest from maturity, which interest is fundable. Bonds of Cape Fear and Deep River Navigation Company endorsed by the State stand on the same footing as State bonds.

Holders of registered bonds must forward a receipt for the interest due to last regular day of payment.

The minor details of the exchange will be arranged by correspondence.

The new railroad which has been commenced from Vera Cruz to the capital has been temporarily suspended, and many of the laborers discharged, owing to the temporary cessation of funds, an immense iron bridge, nine hundred feet long, is on its way from Liverpool, and is designed to span a large gap in the road above Orizaba.

Union Railroad.

The General Assembly of Maryland, at its late session, passed an act incorporating the Union Railroad Company, with authority to construct and maintain a railroad from the point known as the Relay House, on the Northern Central Railway, by way of the Stoney Run route, to the tide water at Canton, together with any lateral road to the city of Baltimore connected therewith.

The commissioners named in the act are: John W. Randolph, Chauncey Brooks, Horace Abbott, Wm. A. Fisher, Alfred Mace, Jesse Tyson, Sam'l M. Shoemaker, Dr. G. H. Tyler, Thos. Booz, F. Littig Shaeffer, S. J. Carroll, Charles J. Baker, and Evan T. Ellicott, under whose direction books of subscription have been opened in Baltimore, to remain open until the 23d inst., or until 1,500 shares shall have been subscribed.

The capital stock is fixed at \$600,000 in shares of \$100 each. Whenever 1,500 shares are subscribed, and \$1 paid thereon, the subscribers to the stock may organize the company by the election of one Director for each five hundred shares subscribed. These, with one Director to be appointed by the city of Baltimore, or any other corporation which may subscribe for five hundred shares or more, are authorized to appoint a President, and the President and Directors shall be invested with all the rights and power necessary to construct and maintain the road.

Russian American Telegraph.

Major E. L. Pope, Assistant Engineer of the Russian American Telegraph, has reported to Colonel Bulkley, Engineer in Chief, that he has surveyed the country from Lake Tatla to the headwaters of the Sleeping river, in British Columbia, a distance of three hundred miles, and found an excellent route for building the telegraph the entire distance.

The country north of Sleeping river is believed to be of a similar character. After travelling five hundred miles on snow shoes Major Pope reached the ocean, seven hundred miles north of Victoria. The native Indians were disposed to extend every assistance.

Manassas Gap Railroad.

The Alexandria Journal says that "efforts are being made in some quarters, looking to the early reconstruction of the damaged portions of the Manassas Gap Railroad, and its extension to the point of original design. A comparatively small amount only is said to be required, to establish its original proportions, and we hope soon to be able to chronicle the important fact that its trains are in motion."

The Hoosic Tunnel.

The Adams Transcript says: "The rock on the west end of the tunnel, which inspired so much confidence in its friends, lasted only sixty feet, and the same quicksands are now encountered as before." The "demoralized rock," it seems, is still as troublesome as ever. The same paper says: "The State is making a splendid brick yard near the west end of the tunnel. A large number of men and teams have been employed for some weeks." This will make a big hole in the \$900,000 appropriation.

At a meeting of the directors of the Concord Railroad last week, Josiah Stickney, Esq., of Boston, was unanimously elected President, and Samuel D. Bell, Esq., of Manchester, Clerk.

Railroad Earnings.—Weekly.

The earnings of the Western Union Railroad for the week ending June 7, 1866 \$23,637 55
Corresponding week previous year.... 18,009 18

Increase..... \$5,628 37
Receipts from Jan. 1, to June 7:
1866.....\$274,291 09
1865.....229,202 20

Increase.....\$45,088 89
The traffic of the Great Western Railway of Canada, for the week ending June 6th, 1866, were.....\$59,165 91
Corresponding week of 1865..... 55,924 21

Increase..... \$3,241 70
The earnings of the Marietta and Cincinnati Railroad the 4th week in May, 1866...\$34,382 00
Corresponding week previous year... 23,815 06

Increase.....\$10,566 94
Commencing 1st Jan. 1866.....\$435,685 00
Commencing 1st Jan. 1865..... 434,270 65

Increase..... \$1,414 35
The earnings of the Grand Trunk Railway of Canada for the week ending June 2d, 1866, were.....\$116,691 00
Corresponding week of previous year.. 114,926 00

Increase..... \$1,765 00
The earnings of the Chicago and Northwestern Railway for the first week in June, 1866 were.....\$218,651 21
Corresponding week of previous year.. 176,766 85

Increase.....\$41,874 36
The earnings of the Chicago and Rock Island Railroad for the 1st week in June, 1866, were.....\$80,084 00
Corresponding week of previous year.. 86,629 00

Decrease..... \$6,545 00
The earnings of the Michigan Central Railroad for the 1st week in June, 1866, were...\$72,804 03
Corresponding week of previous year.. 76,309 00

Decrease..... \$3,504 97
The earnings of the Michigan Southern and Northern Indiana Road for the 1st week in June, 1866, were.....\$81,518 00
Corresponding week of 1865..... 83,021 00

Decrease..... \$1,503 00
The earnings of the Detroit and Milwaukee Railroad for the first week in June, 1866, were.....\$30,270 00
Corresponding week of 1865..... 30,791 00

Decrease..... \$521 00

The "Pinnacle Ledge," at Stoughton, on the line of the Dighton and Somerset railroad, which has been a grand obstacle in the progress of this road, has been removed. The Ledge was originally some seventeen hundred feet long, and from eight to twenty-five feet in depth, composed of an exceedingly hard variety of blue-stone, and all its seams were so filled with water that a "seam blast" was almost an impossibility. It is now expected that the road will be in running order before the last of July.

The bill to loan the credit of the State of Massachusetts, to the amount of one million dollars, in favor of the European and North American Railway, has been rejected by the lower branch of the legislature of that State.

Illinois Central Railroad.

The statement of this Company for the month ending May 31, 1866, is as follows:

LAND DEPARTMENT.

Acres Construction Lands
Sold..... 4,298.06 for \$46,848 50
Acres Int. Fund Lands
sold..... 40.00 for 459 80
Acres Free Lands sold.. 601.62 for 7,077 51
Total sales during month
of May, 1866..... 4,939.68 for \$54,385 81
To which add Town Lot
Sales..... 2,650 00
Total of all..... \$57,035 81

Cash collected in May.....\$122,327 99

TRAFFIC DEPARTMENT.

Receipts from Passengers.....\$152,938 53
do. Freight..... 314,533 00
do. Mails..... 6,358 83
do. Rent of Road..... 4,000 00
do. Other Sources..... 30,000 00

Total Receipts in month of May, 1866,\$507,829 86
Total Receipts in month of May, 1865,\$454,745 77

Erie Railway.

The earnings of the Erie Railway and Buffalo Division for the month of May, 1866, were:

Erie Railway.....\$1,008,816 77
Buffalo Division.... 92,851 65—\$1,101,668 42
May, 1865—
Erie Railway.....\$1,333,460 62
Buffalo Division.... 91,659 77— 1,425,120 39

Decrease on Erie Railway and Buffalo Division..... \$323,451 97

The earnings of the Erie Railway (including the Buffalo Division) for the first five months of the fiscal years 1865 and 1866, have been as follows:

	1865.	1866.	Inc.
January...	\$1,070,890	\$1,187,188	\$116,298
February..	1,011,735	983,855	Dec. 27,880
March.....	1,331,124	1,170,434	Dec. 260,690
April.....	1,538,313	1,153,295	Dec. 385,018
May.....	1,425,120	1,101,668	Dec. 323,452

Total decrease.....\$880,741

Tests of Rails.

The following tests of the strength of different kinds of rail to resist the blow of a hammer were made at the machine shops of the Boston and Providence Railway Company, under the supervision of the Master Mechanic, Geo. S. Griggs, Esq. The rails were placed under the steam hammer separately, resting on blocks of iron placed fourteen inches apart. Each piece of rail was about three feet long, and each received the same drop of hammer, the hammer weighing 700 lbs.:

	Lbs. No blows to the rec'd of yd. steam ham.	Bent.	Dented.
Cast steel rail.....60	85	3-4 in.	1-16 in.
Steel-headed rail..63	42	3-4 in.	1-8 in.
Eng. rail, 2 samples56 ea.	24 ea.	3-4 in.	1-8 in.
English rail.....56	13	broke.	.....
Our common rail..56	13	3-4 in.	3-16 in.

There was no fracture in any of the above rails except in the English rail marked "broke."—*Railway Times.*

The Battle Creek, (Michigan,) *Journal* of May 31st says: "The work on the Peninsular Railway, leading from Battle Creek to Lansing, has commenced in sober earnest. The engineers are far on their way toward Lansing, at which city they are expected to arrive during the forepart of the coming week."

The Tax on Steel.

The Government heavily taxes the steel manufacturers, as will be seen by the following table, which is intended to show the revenue of Government upon each ton of rolled or hammered cast steel made in the United States under the law as it now stands, viz:

The excise per ton on rolled or hammered steel is.....\$15 00
The excise per ton of blooms used in making steel is..... 3 60
The excise per ton on bar iron..... 3 60
The excise cost of crucibles consumed.... 60
The excise on cast iron molds, castings for repairs, firebrick, oil, etc., used in making one ton of steel is..... 60
The cost of stamps on letters, notes, checks, bills, lading, etc..... 60
The indirect tax on labor, on same basis as that estimated by D. J. Morrill, at the Cambria Iron Works on the average value of cast steel, six per cent., exclusive of income tax..... 23 00

Total tax on one ton of steel of 2,000 lbs..\$50 00

From which it appears that the direct and indirect tax paid by the American manufacturer upon every pound of cast steel produced by him amounts to two and a half cents.—*Railway Times.*

Finances of Ohio.

The following is the official statement showing the condition of the Ohio State Treasury on the 1st day of June, 1866:

Balance general revenue fund.....	\$206,351 57
Balance canal fund.....	44,640 72
Balance sinking fund.....	258,736 07
Balance common school fund.....	109,270 08
Balance allotment fund.....	3,602 73
Balance military fund.....	325,803 81
Balance volunteer relief fund.....	196,997 29
Balance national road fund.....	3,033 79
Balance bank redemption fund.....	3,453 93
Balance district library fund.....	83 15
Balance soldiers' claims fund.....	19,067 70
Total.....	\$1,171,040 44

CREDIT.

Currency.....	\$692,569 44
Silver.....	2,117 60
Exchange.....	389,046 56
New York bank account.....	85,966 97
Seneca County bank notes redeemed..	1,279 50
National road bonds.....	60 37
Total.....	\$1,171,040 44

Finances of Philadelphia.

The condition of the City Treasury on the 1st of June, 1866, was as follows:

Cash set apart for the payment of interest on city loans due the 1st of July, 1866.....	\$1,115,285 48
Cash set apart for the payment of maturing city loans falling due on the 1st of July, 1866.....	186,118 78
Cash on hand for the payment of warrants.....	206,058 49
Cash in drawer.....	3,976 65

Cash balance in City Treasury 1st of June, 1866.....\$1,511,439 40

The warrants paid since 1st of June for police, salaries of heads of departments, clerks and laborers, amounts to upwards of \$100,000.

The interest due on the 1st of July will be paid without the necessity, as heretofore, of creating a temporary loan of \$500,000 for its payment.

A petition is to be presented to the New Hampshire Legislature for a railroad along the New Hampshire side of the Connecticut river, between Walpole or Westmoreland on the Cheshire road and Hinsdale on the Ashuelot road.

Improved Steam Gage.

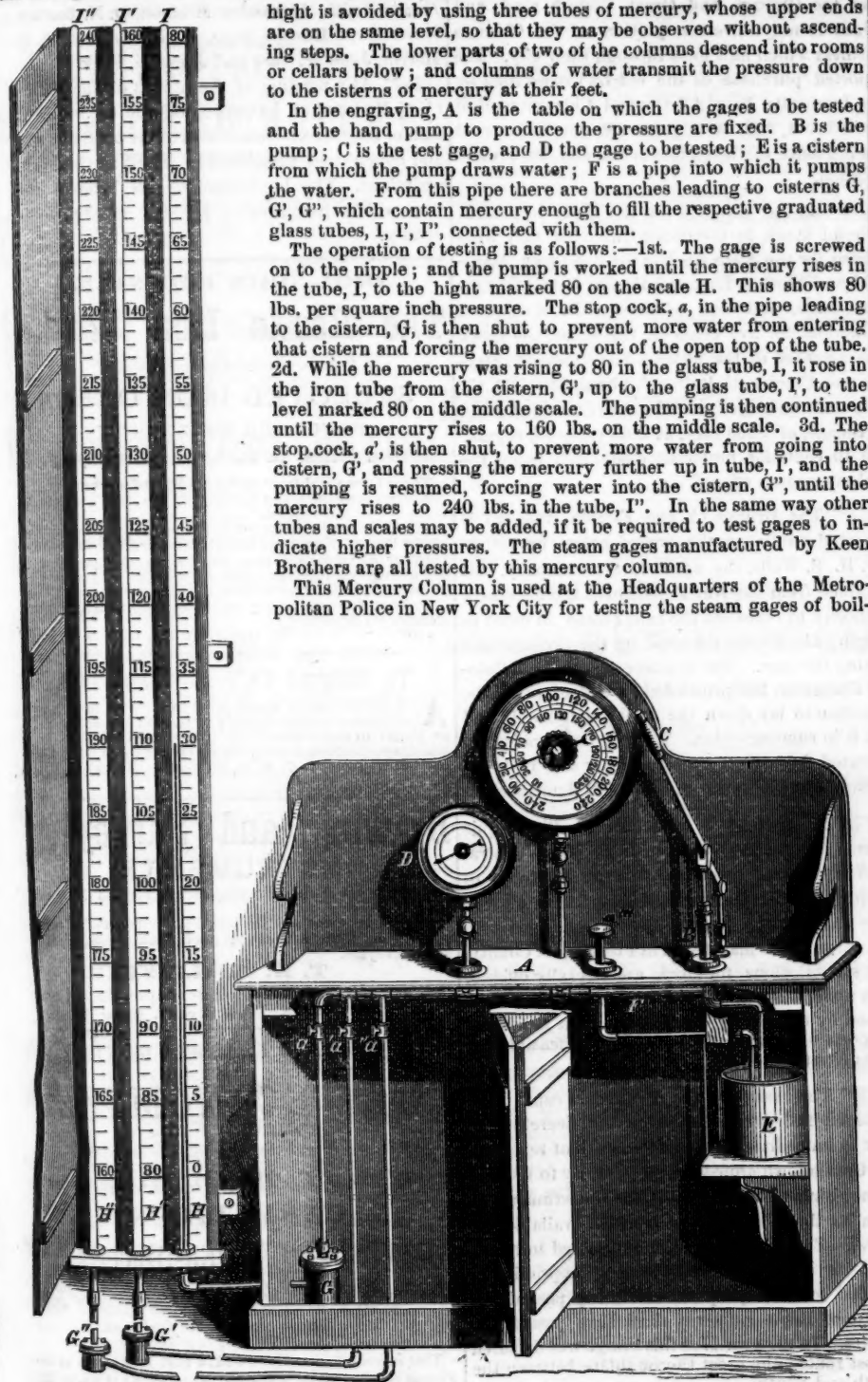
The most accurate and convincing means of testing gages is a column of mercury; but to test a gage up 240 lbs. requires a column about 50 feet high, which is inconvenient to the observer. In the arrangement illustrated by the accompanying engraving the inconvenience of a glass tube of great

height is avoided by using three tubes of mercury, whose upper ends are on the same level, so that they may be observed without ascending steps. The lower parts of two of the columns descend into rooms or cellars below; and columns of water transmit the pressure down to the cisterns of mercury at their feet.

In the engraving, A is the table on which the gages to be tested and the hand pump to produce the pressure are fixed. B is the pump; C is the test gage, and D the gage to be tested; E is a cistern from which the pump draws water; F is a pipe into which it pumps the water. From this pipe there are branches leading to cisterns G, G', G'', which contain mercury enough to fill the respective graduated glass tubes, I, I', I'', connected with them.

The operation of testing is as follows:—1st. The gage is screwed on to the nipple; and the pump is worked until the mercury rises in the tube, I, to the height marked 80 on the scale H. This shows 80 lbs. per square inch pressure. The stop cock, *a*, in the pipe leading to the cistern, G, is then shut to prevent more water from entering that cistern and forcing the mercury out of the open top of the tube. 2d. While the mercury was rising to 80 in the glass tube, I, it rose in the iron tube from the cistern, G', up to the glass tube, I', to the level marked 80 on the middle scale. The pumping is then continued until the mercury rises to 160 lbs. on the middle scale. 3d. The stop cock, *a'*, is then shut, to prevent more water from going into cistern, G', and pressing the mercury further up in tube, I', and the pumping is resumed, forcing water into the cistern, G'', until the mercury rises to 240 lbs. in the tube, I''. In the same way other tubes and scales may be added, if it be required to test gages to indicate higher pressures. The steam gages manufactured by Keen Brothers are all tested by this mercury column.

This Mercury Column is used at the Headquarters of the Metropolitan Police in New York City for testing the steam gages of boil-



KEEN BROTHERS' STANDARD STEAM GAGE.

ers officially inspected by the engineers acting under the Police Commissioners; by Messrs. Hopper & Douglas the U. S. Local Inspectors of Steamboats (office 23 Pine St.) who have three of their gages for testing the boilers and gages of all steamboats owned in this district, to whom they refer or to any of the following parties:

N. Y. Steam Engine Works, 23d St., E. R., Washington Iron Works, Newburg, N. Y., Danforth Locomotive Works, Paterson, N. J., and Todd & Rafferty, 4 Dey St., N. Y. City. For further information or circulars address

KEEN BROTHERS, 218 Fulton St., N. Y. City.

Canton Company.

The annual meeting of the stockholders of this company was held in Baltimore on the 7th inst. The annual report of the directors, giving the details of the affairs of the company for the year ending May 31, 1866, was presented, and was considered in every way satisfactory. A resolution was passed to subscribe \$50,000 of their funds to the Union Railroad Company, who are to make their terminus at Canton, and which it is considered will materially increase the value of property at Canton. The New York Directors have withdrawn, with the exception of Mr. A. B. Bayliss. Mr. Joseph Reynolds and Mr. B. F. Gardner, of Baltimore, have also resigned. The Directors for the ensuing year are as follows: Messrs. A. B. Bayliss, Wm. Fisher, Charles J. Barker, J. W. Randolph, George S. Brown and Charles E. Waters.

The new board will meet on the 20th inst., to appoint a president and other officers for the year.

Minnesota Railroads.

The Minnesota Central Railroad is to be completed to Owatonna by the first of September, where it will connect with the Winona and St. Paul Railroad, which is to be completed to the same point, by the first of August.

The Minnesota Valley, connecting with the Central at Mendota, will also be completed by the first of September, to St. Paul, thus making a continuous line of railroad from St. Paul to Winona.

The St. Paul and Pacific Railroad Branch line is to be completed to St. Cloud, by the first of September, and Mr. E. B. Litchfield writes from Germany that he has purchased the iron for twenty miles of the main line west of Minneapolis, but whether it is to be laid this year is not known.

The Winona Branch of the St. Paul and Pacific Railroad has suspended operations for the present. Mr. Edmund Rice has sailed for Europe on business connected with it.—*Chicago Mercantile Journal*.

Union Pacific Railroad, Eastern Division.

Commissioner Edmunds, of the Land Office, has received advices that the eastern division of the Union Pacific Railroad has been completed from Kansas City, up the valley of the Kansas river to the vicinity of Manhattan, for a distance of 100 miles on the main line whilst the track from Manhattan to Fort Reilly, a distance of 40 miles, has been nearly finished, with an adequate supply of rolling stock. Besides these advances in the work, a branch from Leavenworth to Lawrence, in a southwesterly direction, has been completed for a distance of 40 miles.

The Philadelphia Ledger is assured, on competent authority, that the Warren and Franklin Railroad bonds are not guaranteed by the Pennsylvania and Northern Central Railroad Companies. The latter have only agreed to accept them and the unpaid coupons in payment of twenty per cent. of the charges for freight passed over their roads by the Warren and Franklin. This is a very different thing from a guarantee, but the bonds are guaranteed by the Philadelphia and Erie Company.

A new first class locomotive has been added to the rolling stock of the Albany and Susquehanna road. It is called the Peter Cagger, and was built by Danforth Cook & Co., Paterson, N. J. The Susquehanna road is rapidly adding to its facilities.

Finances of New Hampshire.

From the Message of the Governor recently delivered to the Legislature of the State, we learn that the receipts into the treasury for the year ending June 1, 1866, were \$4,116,078 54. The principal items of income were—from State tax, \$748,436 12; railroad tax, \$184,967 92; savings bank tax \$56,077 17; United States war claims, \$91,352 98; State bonds \$610,228 24; State notes, \$2,397,675 74. The disbursements of the year amounted to \$3,958,199 69. The principal payments were, to towns for State aid, \$509,204 92; bounty to volunteers, \$50,200; notes paid \$2,831,149 57; interest, \$286,411 55. The State now owes \$4,160,698 89, of which \$1,922,546 74 is in notes, and \$2,238,152 15 in funded debts and trust funds. The transactions of the treasury the past year greatly exceed in amount those of any previous year. It has been the paying year of the war, and the governor says it is a matter of congratulation that the State has been able to pass through it not only unscathed in credit, but has strengthened the confidence of its creditors in its ability and determination to meet and discharge its obligations promptly at maturity. In no instance has more than the market rate of interest been paid. The auditor estimates the revenue of the present year at \$856,800, and the expenses at \$91,025, leaving \$252,275 to be applied to the reduction of the State debt. The governor recommends the most rigid economy and rigorous retrenchment of expenses, and a careful scrutiny of all claims upon the treasury. No legislation in regard to the finances is asked at the present session, except authority to provide means to meet maturing obligations, amounting to about \$1,800,000. The governor states the present condition of the claims of the State against the United States, and says he shall not relax his efforts for their settlement.

Interest and Dividends.

The Chesapeake and Delaware Canal Company will pay on demand a dividend of 3 per cent., or \$6 per share.

The Portland, Saco and Portsmouth Railroad Company has declared a dividend of 3 per cent., payable June 11.

The Cape Cod Railroad Company have declared a dividend of \$2 per share, (par \$60) payable July 2.

The interest on the public debt of the State of Illinois, maturing on the first Monday in July, 1866, will be paid at the Ocean National Bank of the City of New York, on the second to the sixteenth day, inclusive, of July, 1866.

The scheme of a railroad west from St. Joseph is growing up into one of grand proportions. It now has \$500,000 from St. Joseph to work on. Nemaha county, Kansas, has given \$125,000 and Marshall county has voted to issue \$100,000. The name of the road is "The Northern Kansas Railroad."

The New London Northern Railroad Company are extending their road from Amherst to Grout's Corner, Mass., and in July it is expected to run trains from New London, Conn., to Brattleboro', Vermont. The capital stock of the New London Northern is \$669,805, and its indebtedness about \$140,000. Total dividends in 1865, eight per cent. Its stock has recently been quoted at 85 offered.

The Lafayette, (Ind.) Journal says the combination of the Jeffersonville and Indianapolis and Peru Railroads, is for the purpose of making a through line to Chicago, by way of Kokomo, over the Chicago and Great Eastern road, and thinks it may divert a portion of the Chicago business which now goes through their city. The reported purchase of the old La Crosse road by the Louisville, New Albany and Chicago road, if carried out, will in a great measure counteract the influence of the Jeffersonville and Peru combination.

At the biddings for the State interest in railroad stock, in Columbus, two bids only were offered for the State stock in the Sandusky, Mansfield and Newark Railroad, that of J. O. Moss for four cents, and that of George B. Wright, of Columbus, for five cents on the dollar, the stock was awarded to the latter. For Sandusky, Dayton and Cincinnati Railroad, about \$400,000, six bids were presented, and the award made to Rush R. Sloane, of Sandusky, at 8.55 cents for regular and 49 cents for preferred stock, that being the highest amount offered.

The Brunswick and Florida Railroad is reported to be on the eve of active operation. Mr. H. S. Wells, the agent of the company, has obtained from the War Department the necessary authority to repossess the rails (some 36 miles in length) which were removed by the Confederates during the war. The engineer of the road, Colonel Slaughter, has proceeded to Georgia with the intention to lay down the road immediately and put it in running order. The original grades are reported in perfect order. Thirty saw mills are already erected in the city limits of Brunswick.

A railroad is projected in Piscataquis County, Maine, to connect with the Maine Central at Newport and to extend through the towns of Corinna, Dexter, Garland and Dover, with a probable extension to Brownville. Great interest in the enterprise is manifested in Piscataquis County, and subscriptions for stock are liberally offered. It is understood that if the road is built it will be leased by the Maine Central, and that the latter corporation is disposed to render all feasible aid in its construction.

The lessees of the Alexandria canal have obtained full permission from the Secretary of War to immediately resume the work of repair on the Georgetown aqueduct, preparatory to its final relinquishment to them by the government as soon as the Long Bridge is made available for travel. They have also been authorized to repair the Long Bridge, as soon as the appropriation of \$10,000 for that purpose, which has passed the House of Representatives, shall have passed the Senate. In the year 1795 this bridge was declared a post route—the great thoroughfare between the North and South.

The amount received for duties on imports at Boston during the first five months of the years 1865 and 1866, has been as follows:

	1865.	1866.
January	\$714,922 35	\$1,009,348 53
February	525,104 35	1,552,910 93
March	705,561 75	1,329,836 01
April	811,116 29	1,472,091 39
May	1,002,300 24	1,683,988 84
	\$3,795,004 98	\$7,048,175 70

At a meeting of the stockholders of the La Crosse, Trempealeau and Prescott Railroad Company, held in Milwaukee, on the 29th ult., the following persons were elected directors: Angus Smith, Alexander Mitchell, D. N. Barney, Jesse Hoyt, Russell Sage, A. H. Barney, S. S. Merrill, John W. Cary and James S. Peck.

At a meeting of the friends of the Valley (Va.) Railroad at Lexington on the 1st inst., the sum of \$35,000 was subscribed to the capital stock, and committees appointed to solicit further subscriptions. The Lexington Gazette believes the sum will be increased to \$200,000 in the whole county.

IRON ORES FOR SALE.**The Rossie Iron Works**

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SELECTED IRON ORES,

FROM THEIR WELL-KNOWN

Caledonia Mines, in St. Lawrence County, N. Y.

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The Ores can be delivered at Keene Station, on the line of the Rome, Watertown and Ogdensburg Railroad Company, or at Ogdensburg, as purchasers may prefer, and the Company's Agents at Ogdensburg will secure freight Westward for the Ore without any charge of commission.

Further particulars may be obtained by addressing the Company's Secretary,
4124 R. GORDON, Box 48, New York.

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(Of the late firm of McAllister & Bro., Phila.)

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Prevents "Priming" in Boilers, and Economizes from 20 to 30 per cent. of the fuel used.

This invention, awarded a **SILVER MEDAL** at the Fair of the American Institute, 1865, **IS SIMPLE IN CONSTRUCTION**, and is easily attached at small cost to boilers in use, **OR TO LOCOMOTIVES**, greatly increasing their economy and efficiency. It will furnish pure steam of a moderate temperature for use in engines, or when required, produces, without the least fear of decomposition, highly Super-Heated Steam, for Chemical and Manufacturing purposes, fumigating ships, &c. Persons interested in the use of Steam, are invited to call upon, or address the subscriber, who is the sole Agent for the United States.

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MANUFACTURED AND FOR SALE BY THE
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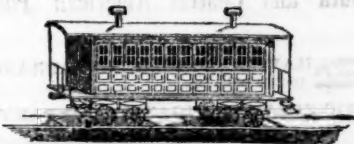
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Through to Camden in five hours. Fare \$2.

4 P. M. from Pier No. 32, and 4.15 P. M. from Pier No.
3 for Port Monmouth, Highland, Middletown, Shrews-
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Shark River, Squan, Farmingdale, Point Pleasant,
Squankum, Bricksburg, Manchester, Tom's River and
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The Freight Boat leaves at 5 P. M., for all points on the
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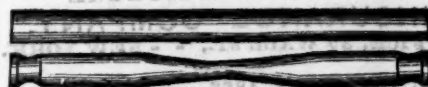
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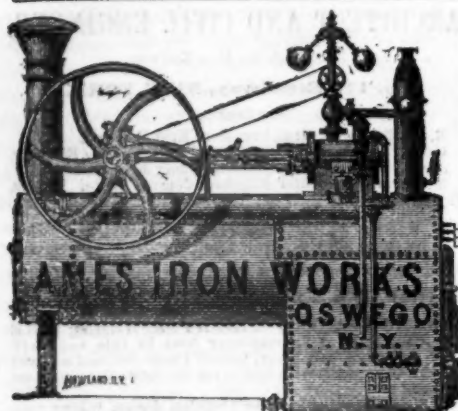
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This Company continues to make Insurance on Marine and Inland Navigation and Transportation Risks, including Risks on Merchandise of all kinds, Hulls, and Freight, on the most favorable terms.

Policies issued making loss payable in Gold or Currency, at the office in New York; or in Sterling, at the office of Rathbone Bros. & Co., in Liverpool.

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All Departures touch at ACAPULCO; those of 1st and 21st connect at Panama with steamers for SOUTH PACIFIC PORTS, 1st and 11th for CENTRAL AMERICAN PORTS. Those of 1st touch at MANZANILLO.

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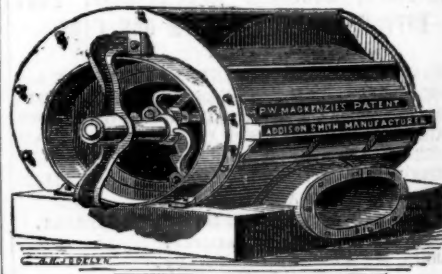
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THIS Blower is a Force Blast Machine, compact, durable and requires only one-third the power necessary to drive a Fan Blower. For all purposes where a pressure of Blast is required they are quite equal to cylinders, and can be driven with one-third the power, while their cost is trifling in comparison. We manufacture these Blowers and Cupolas to melt from 1 to 15 tons iron per hour. They will save one-quarter to one-half the time required by the old style Cupola, and from 25 to 33 per cent. of coal. Address

SMITH & SAYRE,
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SHORTEST LINE TO THE OIL REGIONS,

NEW YORK, WILLIAMSPORT & ERIE LINE,

Via Mauch Chunk.

ONE HOUR AND THIRTY MILES SAVED.

On and after September 25, 1865, trains will leave New York, via

Central Railroad of New Jersey,

FROM FOOT OF LIBERTY STREET, NORTH RIVER,

Daily, except Saturday, 7 P. M. On Sunday 8 P. M.

Cars run through from New York to Erie.

SLEEPING CARS ON ALL TRAINS.

TIME SHORTER, AND FARE AS LOW AS BY ANY OTHER LINE.

Connects at Williamsport with Williamsport and Elmira Railroad, for Elmira, Niagara Falls, &c. At Corry, with Atlantic and Great Western Railroad, and Oil Creek Railroad for Titusville, Shafter, Franklin, Oil City, &c. And at Erie, with Lake Shore Line, for the West.

Return train leaves Erie at 2.05 P. M., Corry, at 3.50 P. M.; arriving in New York at 12.05 P. M., (noon).

H. P. BALDWIN, General Ticket-Agent.

New York, September 16, 1865.